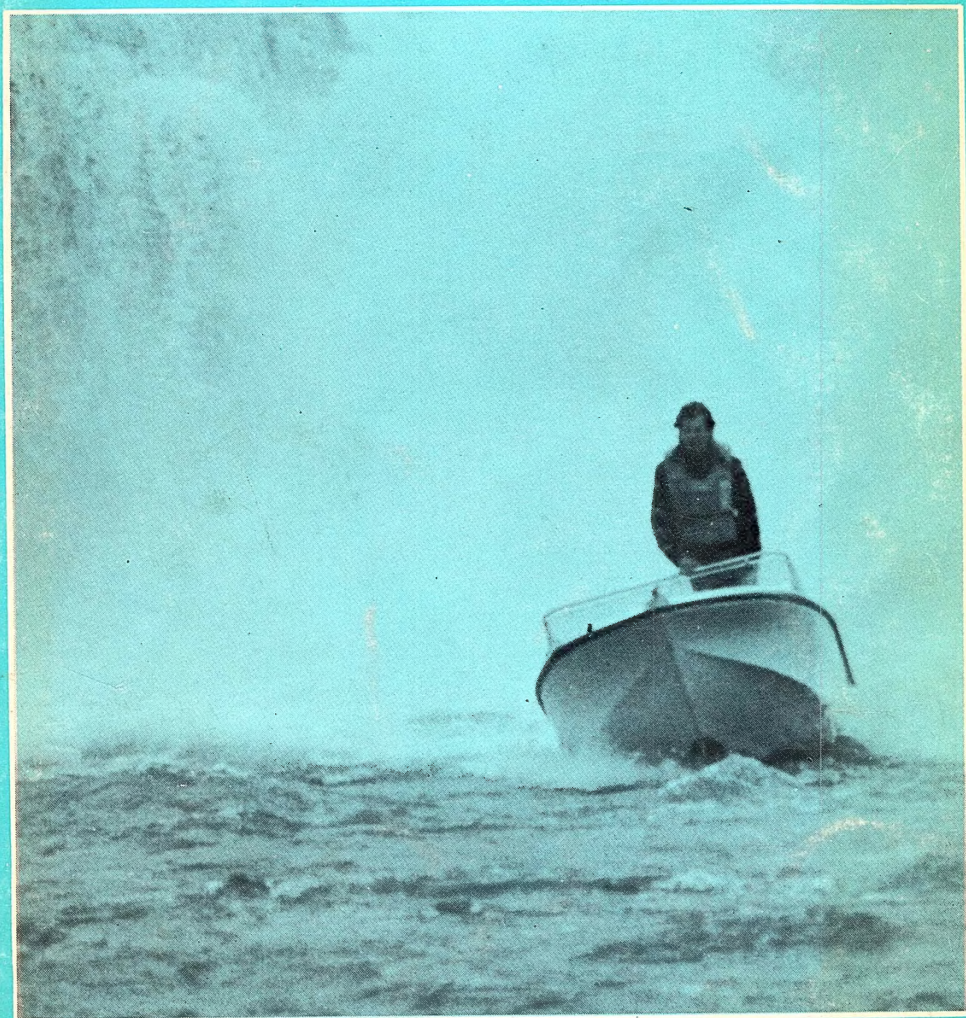
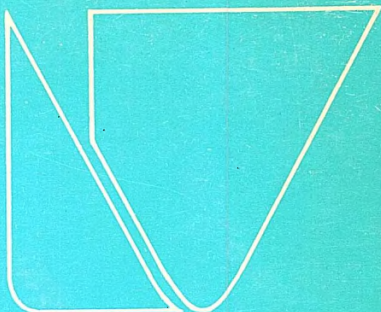
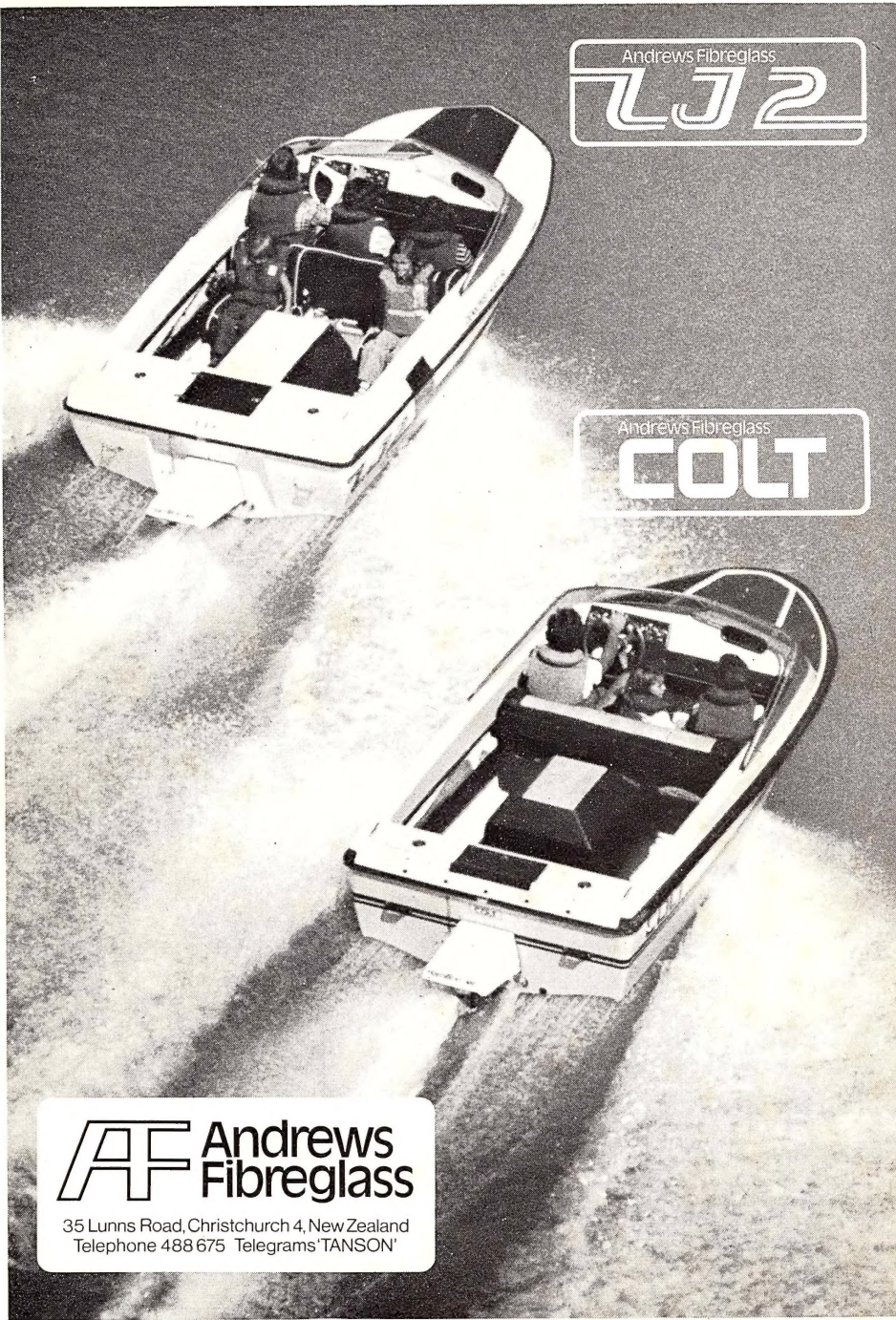


JET BOATING MAY 1980

The Official Journal of the
N.Z. Jet Boat Association
Vol. 4 No. 6

Registered as a Magazine with the G.P.O., Wellington





Andrews Fibreglass

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Andrews Fibreglass

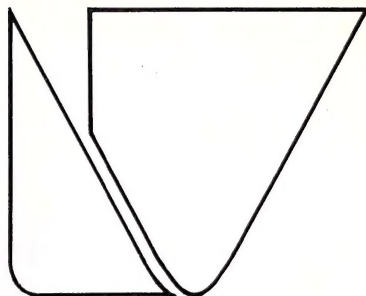
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AF Andrews
Fibreglass

35 Lunns Road, Christchurch 4, New Zealand
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JET BOATING

The official
journal of the
N.Z. Jet Boat Association
Published Quarterly.



MAY, 1980

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Cover picture: The Maruia Falls marked the end of the road, or more correctly, the river for this Canterbury boater during Easter. More pictures and a full story on the week-end excursion appear on Pages 19 and 20.

Association's national executive expresses concern over editorial in February issue 2

Editor's reply to executive's criticism 3

Ian Andrews sees potential in Canadian market for jet boat exports 4-5

Unfortunate sequel for Canterbury boaters in Nelson 6-7

George Davison looks at alternative fuels for boats 8-12

Dick Farrant urges more unity in fight to save rivers 13

Raft overturns in Buller rapids 14, 15

Canterbury boaters drenched in rapids on Easter week-end away 16-20

Error inflames conflict over hydro-development plans for the Motu 21

Michael Wealleans reports on Grey Valley excursion 22-28

Graeme Smith recalls a 17-day 'boatathon' of 18 rivers in Central Otago and South Westland 30-39

Trowbridge Rally won by Tony Ellen 41

Curt Neilson's quarterly safety officer's report 43

Canoe Association performs autopsy on lifejackets 44

Notice of Association's annual general meeting and details of notice of motion 45

Association's financial accounts 46-48

Interest hotting up for world championships 49-51

News from the branches, compiled by Richard Stothers 55-65

Reunion of Balsas competitors and supporters held in Blenheim 66-67

National officers, branch committees, and membership nomination form 68-69

Results of Rakaia handicap event 70

Calendar of events 71-72

List of official jet boat speed records 72

Advertisers' index 72

Subscription and membership enquiries to the Secretary. N.Z.J.B.A., Box 339, Christchurch.

JET BOATING, published quarterly, is printed by H. W. Bullivant and Co. Ltd, 161-163 Armagh Street, Christchurch, New Zealand. Typesetting by Express Typesetting Service Ltd in 'Monotype' Baskerville; plate-making by Multi-Graphics Ltd, Christchurch, N.Z.

Editorial on rivers draws criticism from Executive

CONCERN that the editorial in the February issue could have “prejudiced the Association’s application for the lifting of speed restrictions in some areas” was expressed by the National Executive at its April meeting.

The editorial, headed “Bureaucratic nonsense creating chaos over use of rivers”, reviewed the Association’s long fight to have the regulations uplifted and gave several instances of problems faced by boaters in the Otago, Nelson, and Hawkes Bay areas.

In a letter to the editor, the national president (Alistair Scoble) emphasised that the executive was only expressing an opinion and that there was no motion of censure. The letter continued:

“I am very much aware of the phrase “freedom of the press” which is held as a matter of great principle for professional journalists such as yourself, but wonder if, for the editor of *Jet Boating*, it is not a slightly different case. *Jet Boating* is produced for the enjoyment and benefit of the members of an Association, and not the public at large. Therefore, any comment therein should not prejudice the interests of the Association or any of its members.

“The criticism of the Ministry of Transport and the Nelson Catchment Board was acutely embarrassing for the Nelson branch and the rivers sub-committee as we were about to attend a hearing of all ‘interested river-users’ in Nelson.

“To say that there was a widening gulf between National and the Ministry of Transport is also misleading. Progress may be slow but I believe relations with the Ministry have never been better—there is certainly no misunderstanding.

“Furthermore, the editorial had the effect of disheartening members in areas where restrictions had not been uplifted inciting them to give up hope when, I

believe, we will see some uplifting in these areas within the next few months. In particular I refer to Southland, Nelson and Hawkes Bay.

“I draw your attention to the exact wording of a sentence in the April 8 minutes . . . “it was felt that editorials of this nature should be referred to the executive for approval” . . . This would seem to be a backward step in the light of the extremely high standards *Jet Boating* achieves”, the letter concluded.

Editor’s reply

The following is the text of the editor’s reply submitted to the May meeting of the National Executive.

THE editorial did not state there was a “widening gulf between National and the Ministry of Transport”, nor did it claim or suggest there was any “misunderstanding”.

* The allegation that the editorial could have prejudiced the Association’s application for the lifting of speed restrictions is hypothetical: indeed, it is more likely to have helped than hindered if it did have any effect on anyone outside the Association.

* The question of freedom of the press is not an issue. As editor of *Jet Boating* my sole concern is to record events of interest to jet boaters. I disagree completely with

the implication that the editorial prejudiced the interests of the Association or its members. The intention was to foster, not prejudice, jet boating.

* Nowhere in the editorial was there criticism of the Nelson Catchment Board or the Ministry of Transport. It contained a factual account of three recent situations picked at random to illustrate the "inadequacy of attempts to work within the existing law". The board's original objection (since withdrawn) was shown to be based on an illogical argument, but neither the board nor the Ministry was criticised.

* The whole thrust of the editorial was to point out how the law itself is polarising New Zealanders who love the rivers and should be working together to save them from annihilation. This fact was again proven by the controversy which blew up in the "Nelson Evening Mail" on the day interested parties were to meet to discuss an application from the jet boaters of Nelson/Marlborough. Complaints by two fishermen about activities of some Canterbury jet boaters might have been "acutely embarrassing"; but the editor cannot feel responsible for any embarrassment Nelson/Marlborough might have experienced as a result of the editorial which was published two months before this incident. There is no reason why anyone should be embarrassed over an exposition of facts such as they were, or by a clearly reasoned argument.

* The Nelson incident also proves the editorial's assertion that the existing situation is serving to open a Pandora's Box of groundless fears, prejudices, animosities, greed, and bureaucratic diseases.

* It is hard to believe that the editorial could have disheartened members who have already spent many years fighting for a progress which always seems to be "just around the corner".

* Agreed, it would be a backward step if "editorials of this nature should be referred to the executive for approval". It would indeed be a retrograde move if

this magazine could no longer function as a nationwide forum for the dissemination of fresh ideas, opinions, argument, debate, and objective, fair comment. For my part, the editing of any section of the magazine by a committee would be totally unacceptable.

If so much feeling has been aroused by the February editorial, it is surprising no one has written or contacted me until Mr Scoble's letter dated April 30. In effect, three months after publication I now receive the first intimation that the editorial has caused concern—how very different from the lifejackets controversy when members responded immediately.

It would be interesting to know the opinions of members in this matter. Do they feel that the information contained in the editorial should not have been made available to them?

FIND A MEMBER?

The Association must increase its membership. If one member in five found a new member the additional revenue from the extra 360 subscriptions would be worth more than \$6000 a year.

Regrettably the membership for the financial year just ended has dropped for the first time since the Association's formation in 1962. Admittedly the decrease is small—42—but it could mark the beginning of a disturbing trend.

Last year 121 members were struck off for non-payment of subscriptions: had they paid the total membership would have exceeded 1900. Perhaps it is still not too late to get them back into the fold. If you know any who have dropped out do your best to convince them of the benefits they are missing.

Incidentally, although 360 new members would produce \$6000 a year, the cost of printing additional magazines for them would be less than \$200.

Canadian market for boats

By NIVEN TOPP

A Christchurch jet boat manufacturer is aiming to export 40 jet boats a year to Canada.

Last September, Mr Ian Andrews, the managing director of Andrews Fibreglass Ltd, went to Canada with a jet boat his firm had made with the intention of seeing if Canadians were interested in further orders. The initial reaction to the New Zealand-built craft was good, and he obtained an agency in Calgary and Vancouver.

Two 4.65 m jet boats left by container last month for the agencies, and Mr Andrews intends to help commission the craft in Canada, where they will be fitted with U.S.-made Chevrolet 4-cylinder 170 hp turbo-charged motors and demonstrated in the western regions of Canada.

According to Mr Andrews, the agency dealer in Calgary did not see why 40 N.Z. made jet boats could not be sold by his agency in a year.

The population, the rivers, and the market were in Canada, and the intention

was to spend between three weeks and a month demonstrating the boats in places such as Edmonton and Red Deer to help secure orders, he said.

Promotional film of the jet boats in action would also be shown.

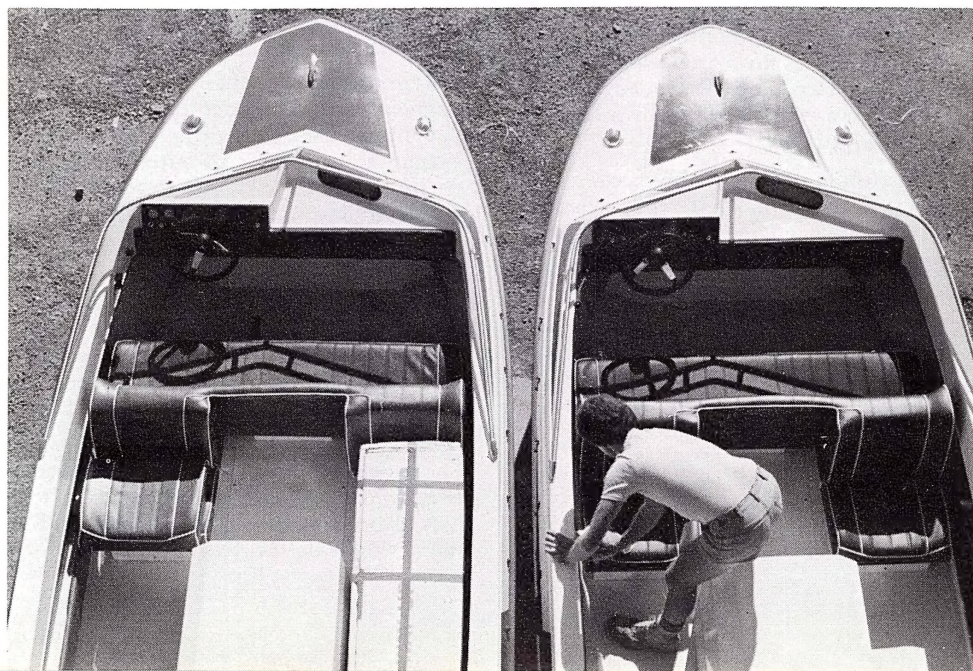
Since the imposition of the 20 per cent sales tax on boat builders last July, the downturn in the local market had taken away the ability to sustain exports on a cost-basis, Mr Andrews said.

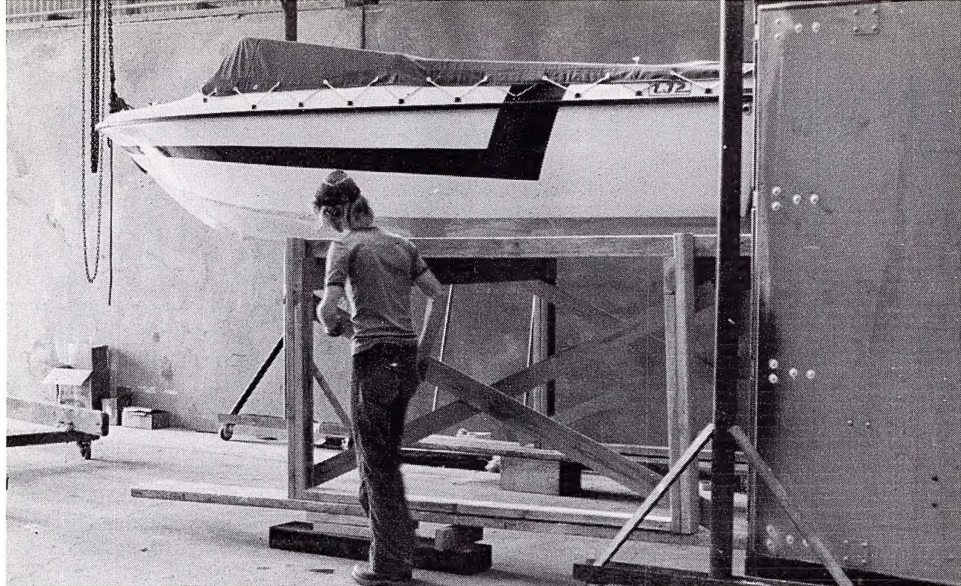
Before the sales tax was applied the turnover of Andrews Fibreglass was 85 per cent ahead of last year, but Mr Andrews said he expected his turnover to be down about 20 per cent at March 31.

"We would be looking very seriously at setting up a factory in Canada," he said in reference to the sales tax question.

The New Zealand-built jet boats were able to compete favourably on the North American market because of the lower labour charges in this country and the cheap shipping rates to the United States and Canada, compared with those across the Tasman.

The North Island was not considered





The pictures (left and right) show boats being prepared for shipment, and the new racing hull (see footnote) which Howard Smith (below) used with success in the world championships last year.

as a market because it was "harder to get a jet boat transported across Cook Strait, than to freight a craft to Canada."

Mr Andrews said in one instance he found the price to freight a jet boat to Napier by rail was "in the thousands," compared with \$861 for a single boat in a container going to Canada, with the craft not taking up all the space in the container.

Eight weeks ex-factory was the maximum time expected to fulfil a Canadian order after it was received, he said.

Mr Andrews said he would also be visiting Washington and Oregon on his trip, hoping to establish a market in the western seaboard of the United States, and South Africa was also under consideration.

Footnote: Ian Andrews is also intending to market a new American-style racing hull both here and overseas. The 17 ft 10 in straight V bottom hull was recently moulded by Cliff Saunders from an original American Apollo hull and was used by Howard Smith when he won second place in the Rio Balsas marathon last year. The hull, which

Cliff christened "Charisma", is already arousing interest among New Zealand racing enthusiasts as it marks a radical departure from other hulls available in this country until now. Cliff is not a boat builder by trade but he took the mould off the American hull in order to "prove there is a reason why Americans are going faster". Several speed enthusiasts have already ordered the new-style hull and Cliff predicts that the demand will "snowball". In the United States the hull has been clocked at 129 mph, but has yet to break official speed records in this country. ■



Boaters' mistake on rivers

By ANNE BLOXHAM

AN exciting Easter expedition in the Murchison area for a number of Canterbury and West Coast boaters had an unfortunate and unforeseen sequel for the Nelson/Marlborough branch when a local newspaper made headlines out of the complaints of an irate fisherman on the day of an important hearing for the lifting of speed restrictions.

The chain of events began from a fairly understandable mistake. A run up the Buller River which proceeded legally as far as the confluence with the Maruia became illegal from that point on because the speed restrictions have not yet been

lifted in the Upper Buller (which flows through the province of Nelson). The offence was committed unwittingly because the Cantabrians genuinely assumed that the Buller was a West Coast river and saw no need to consult the 'Handbook'. The boaters sighted three fishermen during their runs, one on the Upper Buller and two on the Upper Maruia.

The boaters abruptly cut short their week-end after they were contacted on the Sunday evening by an Acclimatisation Society ranger who informed them that they had been breaking the speed limit. They cancelled their plans for further boating in the district and set off for home on Monday, April 7.

On Friday, April 11, the '*Nelson Evening Mail*' published a long report on page six

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that jet boaters from Canterbury had "exceeded the speed limit on rivers around Murchison just a week before a case was to be put in Nelson for lifting of the speed restriction on the Waimea, Motueka and Aorere rivers".

Angry angler

The newspaper quoted a Nelson angler, Mr Brian Eden, who claimed that he had spent the week-end "dodging" jet boats in the Buller, Maruia, and Mangles rivers. He said the worst incident had happened near the confluence of the Mangles and Buller rivers when a boat passed him three times in a few minutes "close enough" for him to "jump into it".

The angler said he was not "anti-boat" and he was only concerned about the damage the boats might have been doing to a recreational area. He said he was concerned about the disturbance to fish and he was "mad" about the deep ruts caused in the gravel area of the Maruia's west bank by the launching of jet boats.

"You could see where the jet units had gouged into the metal and really torn things up", he was quoted as saying.

Mr Eden told the newspaper that "there are speed limits on rivers and they must have been exceeding that to get up and plane the way they were doing". He also said there was room on rivers for both boating and fishing but it was a matter of co-operation. The report also included similar comments from a Nelson sports

goods retailer and a farmer who claimed that "jet boats killed fish eggs". The controversy raged in the newspaper's columns for several days.

Meanwhile, the national executive of the New Zealand Jet Boat Association decided at its meeting on April 8 to send a letter of apology to the Nelson Acclimatisation Society with copies to the Ministry of Transport.

The national president, Alister Scoble, said the chairman of the application hearing on Friday, April 11 (Mr Milne, of the Ministry of Transport's Marine Division) had made it clear that the incident was regarded as an isolated one and would not prejudice the application.

However, the Association did not challenge the allegations published in the 'Nelson Evening Mail' because, Mr Scoble said, the national executive believes that very little is to be achieved by replying through the news media.

"The judge is the Ministry of Transport and they are fully aware of our case", he said.

Policy of silence

The Association had adopted the policy of not replying to newspaper comments and correspondence because it "not only encourages reply, but also gives the opponents ammunition".

The Association believes it is more important to be given public support by other interested parties such as the canoeists and other water-users. "The public at large are of lesser importance in this regard", said Mr Scoble.

Unfortunately, no matter how well informed the New Zealand Jet Boat Association and the Ministry of Transport might be concerning the erroneous and absurd nature of the published allegations, the great majority of Nelson's population nevertheless is left with the impression that jet boaters race up and down rivers, destroying the environment, disturbing fish and fishermen, killing fish eggs and breaking the law. ■

"Jet Boating" will be
published again in August



Deadline for all copy on
Tuesday, 15 July.

Alternative fuels for boats: is it worthwhile to make the change?

By *GEORGE DAVISON, C.Eng., B.E., F.R.I.N.A.*

MUCH is heard about fuels other than petrol for cars, but how do these alternatives shape up for our jet boats? There are three major classes to consider:

1: Synthetic gasoline, or substitutes for gasoline such as M15 (15% methanol), or Gasohol, which uses Ethanol. If these become common, minor modifications to some fuel systems and carburation will enable their direct use in place of petrol.

2: Diesel fuel oil. Inherent in a compression ignition engine is the fact that it has a very high compression pressure all the time, whether idling or flat out. This accounts for a lot of diesel "knock" or noise and the very heavy components. There is no way at present that it can be built as light as a petrol engine, although some modern automotive diesels are getting quieter and lighter. The use of turbo-charging can result in much improved output for short periods, and we could well see small, high-performance diesel engines being used in small planing craft more commonly in the future. The advantages are cheaper fuel and excellent economy. The disadvantages are noise, weight, and higher cost. Also supplies of diesel fuel may become as short as petrol.

3: LPG is an interesting new possibility. It has the advantage of being an indigenous fuel, so it is in the national interest to give it consideration. LPG can be used in conventional petrol engines with equal power output and similar weight. CNG (Compressed Natural Gas) does a similar

job, but the fuel cylinders are heavy, range is short and reticulation unlikely to be good in this country.

We will discuss here some basic points for the layman about LPG. It is not greatly different to petrol, except that in an ordinary atmosphere it is a gas, and needs just a little pressurising to keep it a liquid. About 100 lb/sq.in. is sufficient. So if you talk about a litre of petrol, you can also talk about a litre of LPG. The calorific value, or "heat" available, is similar to petrol, so the engine power output is similar.

In the long term, it would be cheaper and simpler for a boat to have a 100 per cent LPG engine, with a "gas" carburettor. It will start easily and run fine. The fuel tank is heavy, but the fuel is light—about 5½ lb per gallon as against 7½ lb per gallon for petrol. This is not much more than half the weight of water. That is a help for a planing boat where weight is important.

There is nothing new in LPG engines in other parts of the world. The Americans and Canadians have been using them for many years, and almost all Tokyo taxis run on LPG. It is clean-running, low on pollution, and gives excellent engine and lubricant life.

A word of warning here to Kiwis. Don't go overboard and become emotional about LPG, and say it is dangerous. It is true that if a big tankful is ruptured in an accident and is ignited, that the liquid quickly becomes a gas of about 250 times the volume of the liquid. This can mean



A Jet 190 cabin cruiser, running on L.P.G. fuel, recently won the 'Visor 1000' nominated speed event on Auckland Harbour. Hamilton Jets Ltd (Auckland) manager, Trevor Thelning, nominated a 25 m.p.h. average for the 60 km course and his winning error was a mere 0.120 m.p.h. Second placegetter in the same event was Murray Soames in his Jet 210 Cuddy cabin *Fitterbug*. His error was 0.161 m.p.h.

LPG Jet is a standard Jet 190 cabin cruiser driven by a Ford 6 cylinder Falcon 4.1 litre (250 cu. in.) engine driving a 3-stage jet. In addition to its normal 136 litre underfloor petrol tank, a 74 litre gas bottle is mounted in its own sealed compartment on the cockpit floor by the engine.

Normal automotive LPG conversion equipment is fitted to the Falcon motor. With a heat exchanger, the fresh water cooling system provides the necessary warm, fresh water for

the gas converter where the liquid fuel is turned to gas.

Tests with this boat showed that engine power output was identical whether on petrol or LPG fuel: i.e. either fuel resulted in the engine driving the 3-stage jet at the same maximum r.p.m. Fuel consumption was a little greater on LPG, as expected, but against this adverse factor must be offset the relatively cheap price of LPG fuel. In the North Island of New Zealand, LPG currently costs less than half the price of petrol.

Our experience to date concludes that LPG is a very viable alternative fuel for jet boats. This company is co-operating with the N.Z. Standards Institute on a safe marine installation system. Anyone interested in further information on LPG in jet boats is invited to contact Mr George Davison, Hamilton Group, P.O. Box 709, Christchurch (Phone 44-179). ■

a frighteningly fast flame front. However, the tanks are very strong, and New Zealand Safety Standards will be very high indeed.

Remember that if the scaremongers had been more effective when Stephenson made his "Rocket" locomotive, the boiler would have been outlawed as a dangerous pressure vessel.

Just how is an LPG engine equipped?

To simplify it, we will list the parts in sequence:

1. *Fuel Tank*: A strong steel cylinder capable of holding the LPG at a pressure of about 100 lb/sq.in. It has a fuel dip-tube and off-take valve, and also a filler valve, a relief valve, and a contents gauge.
2. *Filter/Fuel Lock Unit*: The fuel needs filtering, and some systems have a "fuel-

lock" unit built in to the filter so that it won't pass LPG unless there is vacuum in the engine manifold. (It must be running, that means).

3. Vaporizer: A large key unit, where the liquid fuel is allowed to vaporize into a gas by reducing the pressure. It is a round unit about 6 inches in diameter. Because this process tends to freeze-up, it is usually warmed by a water jacket connected to the engine cooling system.

4. Mixer Unit: The gas then passes on to a very simple "carburettor" which is merely where air is mixed with the gas in the usual correct proportions for combustion. It has an adjustable valve for setting the correct mixture, and that is about all. It usually fits over the top of the existing carburettor. When running on gas the only part used is the throttle butterfly.

Have a look at these items in the diagram and follow the progress of the fuel from tank to engine.

Dual-fuel systems

For a few years, or maybe longer, most installations will be "dual-fuel", designed to run off petrol or LPG. This will mean some unnecessary cost because of a complete duplication of fuel systems and carburation. But when reticulation of LPG is complete in the mid-1980's, it would be quite in order to have a LPG-only fuelled boat engine, which can be filled up at the nearest filling station. Spare fuel tanks could be carried in much the same way as caravan Rockgas bottles if desired, although these latter are not suitable for engine fuel tanks as is. (No dip-tube).

Hamilton Marine have developed a LPG dual-fuel arrangement for jet boats which has proved successful on a standard Jet 190 Cabin Cruiser fitted with a 3-stage jet unit and 4.1 litre Ford Falcon engine. Jet boats start off with inherent advantages for LPG. They already have good fuel economy, and have the necessary fresh water cooling system (heat exchanger) necessary to supply warm fresh water

to the Vaporizer unit. Outboards and raw-water cooled marine engines are not suitable.

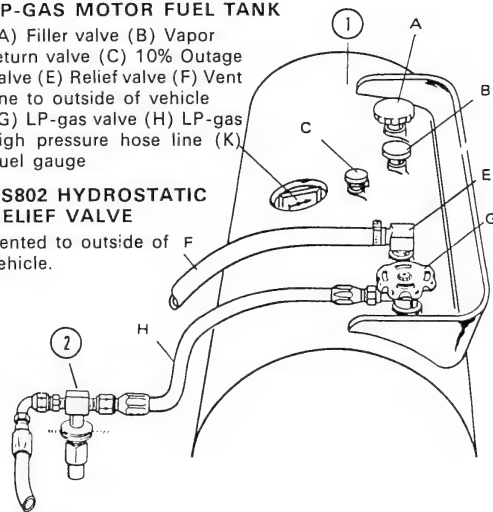
The LPG Jet has already shown its mettle by giving identical performance and revolutions on LPG as for petrol, and recently won a nominated speed race on

1 LP-GAS MOTOR FUEL TANK

(A) Filler valve (B) Vapor return valve (C) 10% Outage valve (E) Relief valve (F) Vent line to outside of vehicle (G) LP-gas valve (H) LP-gas high pressure hose line (K) Fuel gauge

2 SS802 HYDROSTATIC RELIEF VALVE

Vented to outside of F vehicle.



3 VFF30 VACUUM FUELOCK AND FILTER

Prevents flow of fuel when engine stops with ignition switch on. Mount in a fire protected location (H) LP-gas inlet line.

4 MODEL EBP LP-GAS CONVERTER

Two stage regulator and vaporizer (L) Water inlet or outlet from engine cooling system. (Use Brass Fittings.)

5 *CA425M MIXER

*Accepted by California Air Resources Board.

6 A2-40 ADAPTOR TO GASOLINE CARBURETOR

7 AF1-14 AIR CLEANER

8 EXISTING GASOLINE CARBURETOR

Straight or offset adaptor available.

9 GASOLINE SOLENOID VALVE

10 CONTROL PANEL

(P) Boden wire control, IN for propane, OUT for gasoline MID POSITION both fuels off. (U) Electric primer switch for IMPCO converter (W) 12 Volt battery connection.

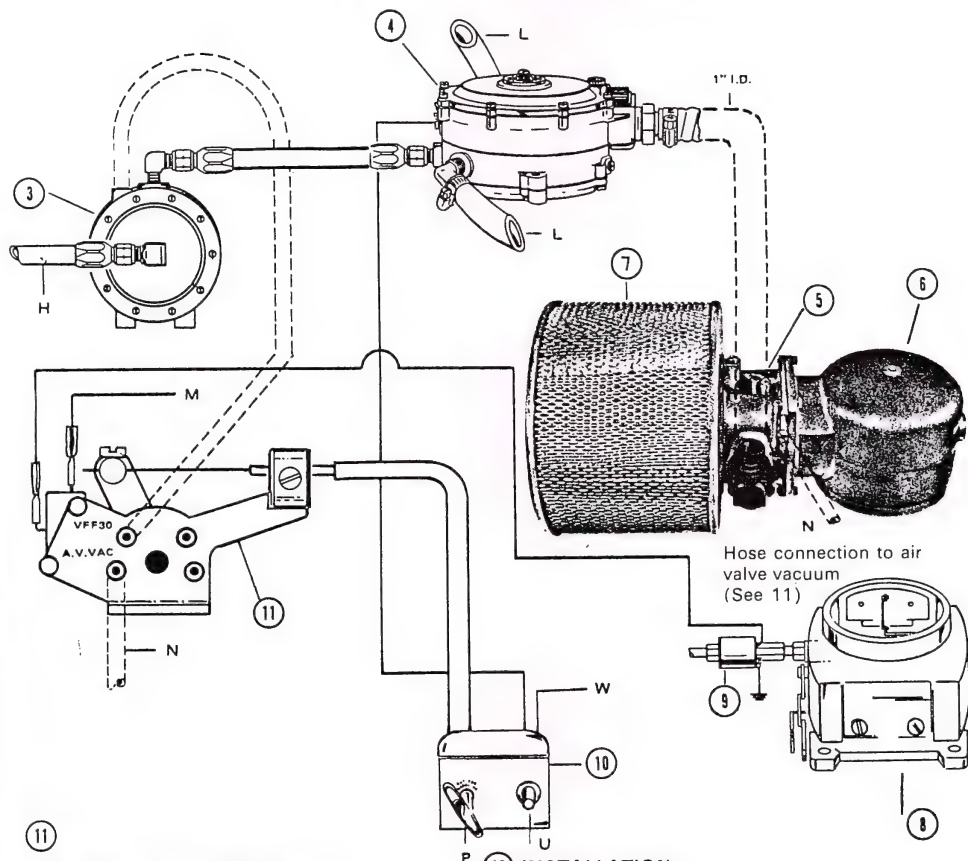
Auckland Harbour. (Another jet boat was second!)

Hamilton engineers are working closely with New Zealand Standards Institute to ensure a safe installation for boats. The following is the recommendation for the fuel tank arrangements:—

1. The fuel tank must be mounted in a separate compartment gas-sealed from the rest of the boat. The sides of this compartment should be higher than the tank, with a reasonably close-fitting removable lid.

2. The fuel tank compartment should be

Dual fuel LP-Gas and Gasoline (CA425M Mixer)



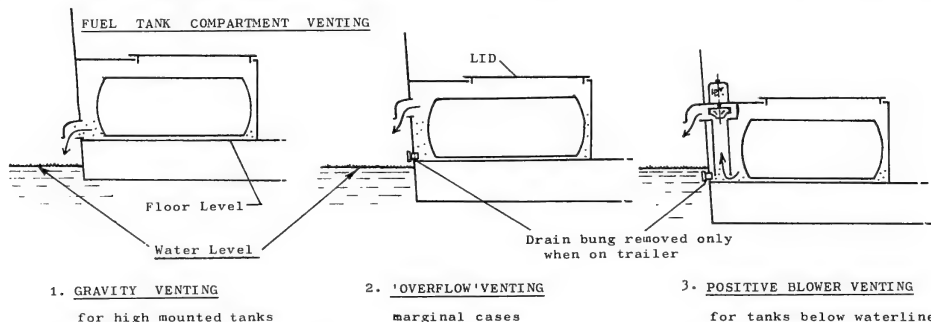
11 AB1-50 FUEL SELECTOR VALVE

(M) Hot line from ignition switch. (N) Hose to air valve vacuum.

12 INSTALLATION

Installations must meet all state and local requirements for location of filling and venting devices.

vented overboard only, in one of three ways depending on its height relative to the outside water level. (See diagram.) A



remote filler is a good idea mounted on the outside of the hull.

3. Tank relief valve and supply line hydro-static relief valve should vent overboard, also well above water-line.

4. Vacuum fuel-lock and filter may be best mounted in the fuel tank compartment, and can thus be vented overboard too.

5. Fuel supply line should either lead out over the top of the compartment side or through a gas-tight grommet through the compartment wall.

Regarding the danger of a fuel leak in the engine compartment, this is not greatly different to a petrol leak. An engine room blower may be a sensible extra, although LPG does require a higher ignition temperature, and has a narrower band of explosive limit mixture.

	Petrol	LPG
Ignition temperature	370°C	520°C
Explosive limit mixture	1½-16%	2-9%

LPG gas is 1.5-2 times heavier than air and therefore sinks to the bottom of a container.

Readers may have noticed the results of the recent General Motors test with alternative fuels, and the fact that some engines used up to 30 per cent more LPG than petrol. This is a bit hard on LPG, as it needs different tuning. Fuel consumption can settle at about 10-15 per cent more than petrol, provided:

1. The spark is advanced to suit LPG

which can be slightly slower burning, and very high octane (115).

2. Since no vaporization takes place in

the carburettor, the mixture is hotter. Cool air should be led to the air intake, and all pre-heating devices deleted from an LPG engine.

Because of the hotter temperatures and lack of the cooling effect of vaporization in the inlet tract, the valves and spark plugs run hotter with LPG. Cooler spark plugs and a strong spark are desirable. Some problems can be experienced with standard cast iron exhaust valve seats called valve seat "recession". Inserts are best, and many engines designed to run on lead-free fuel have already improved seats.

Finally, one of the current attractions of LPG is price. It is sold like diesel fuel, with road tax paid separately. Presumably, if using diesel or LPG in a boat, it will not require the payment of road tax at all. This is good as we all must now pay it regardless with petrol.

Secondly, the price per litre is also competitive. Currently we are paying 44 cents for petrol. LPG in the South Island is still a "caravan bottle" price of 38 cents, but in the North Island it is around 22 cents a litre. The Government has promised a single country-wide price for LPG, and although we cannot tell, it may settle at around 28 cents a litre, or about half the price of petrol. Even if we use 10-20 per cent more, it still looks a good alternative. That is, provided the Government, in its infinite wisdom, does not change the rules . . .

PLEA BY FORMER PRESIDENT:

“End stupid war of words and arguments and unite to preserve our rivers”

By *DICK FARRANT*

THE old saying, “They can’t see the wood for the trees”, surely epitomises the current strife that is occurring in Southland, Nelson, and Hawkes Bay regarding attempts to have the speed restrictions uplifted.

All this kerfuffle is regrettable for surely we are all interested in the one ultimate goal: the preservation of our rivers for the enjoyment of future generations. Already too many rivers have been lost—the Waikato, Tekapo, Pukaki, Ohau, Waitaki, Waiau . . . and so the list goes on.

If only the people who have been creating all the fuss could see the number of rivers ear-marked for future hydro-electric and irrigation schemes they would then realise the seriousness of the whole situation.

The term ‘uplifting of speed restriction’ unfortunately conjures up in some minds, thoughts of high-speed jet boats, dangerously screaming around corners and constituting a danger to everyone. This is amply borne out by letters and newspaper articles in which “dangerous high speed” is mentioned time and time again.

In an article in the ‘Nelson Evening Mail’ an angler complained that he had been “chased around all day” by about 20 jet boats. On another occasion the ‘Southland Times’ referred to the “terrible enormous damage to fish life”.

These statements are nothing short of inflammatory and are wrong in fact.

Ninetyfive per cent of our boats are not high-speed types, but are ordinary river boats that travel around 25 m.p.h. Anyone who did endanger other river users by dangerous speeds would be jumped on hard by our own Ministry of Transport launch wardens.

The man who complained about being “chased all day” by 20 jet boats did not say if he had been caught by them. And that is all that kind of statement deserves.

Dr Ogle’s thesis on damage to ova by jet boats points out that boats can damage redds, but two situations must apply. The water must be 1.5 inches deep and the ova, nine days old. Most boats would be aground in 1.5 inches of water: the odds against both situations occurring together must be one in a million.

So please let us stop this stupid war of words and arguments. It has been proved in other areas of the country that boaters, canoeists, fishermen, swimmers, and picnickers can exist together—can enjoy our heritage of beautiful, clear, free rivers.

How much better it would be if all of these groups joined together to try and preserve what we have and not fight for sole rights to what rightly belongs to everyone to enjoy as they so desire. ■

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Raft upset in Buller rapids

THE treacherous nature of a river in flood was demonstrated to three national executive members on their return from a meeting in Nelson recently. A medium-sized inflatable raft with four adults aboard was observed south of Murchison on the Buller River upstream from O'Sullivan's Bridge and the near-by large rapid. The occupants had crash helmets and lifejackets on and appeared well set to handle the conditions.

However, the raft had only travelled some third of the rapid when it was overturned close to rocks, throwing all four into the turbulent waters made more hazardous by the flood. Two people

managed to scramble on to the rocks but the two less fortunate were propelled down the remaining rapid and on down the river. Attempts were made to throw a rope to them but this was thwarted and members were left watching the victims being swept helplessly by.

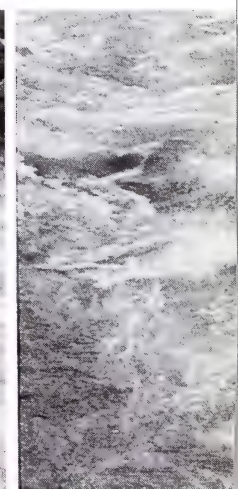
Fortunately, the rafters were able to regain the bank in the more placid section of river downstream from the bridge, one making it up to the road across a paddock. Locating the last survivor, however, proved difficult. Dense undergrowth of blackberry and bracken covered the bank making searching extremely difficult and it was almost half an hour before he was found. His condition gave cause for concern as he had swallowed large amounts of water and complained of a splitting headache. Subsequently he was assisted out and sent to hospital where he recovered, none the worse for his ordeal.

Canterbury Branch boaters experienced the exhilaration of boating that same rapid in lesser water with no mishaps.

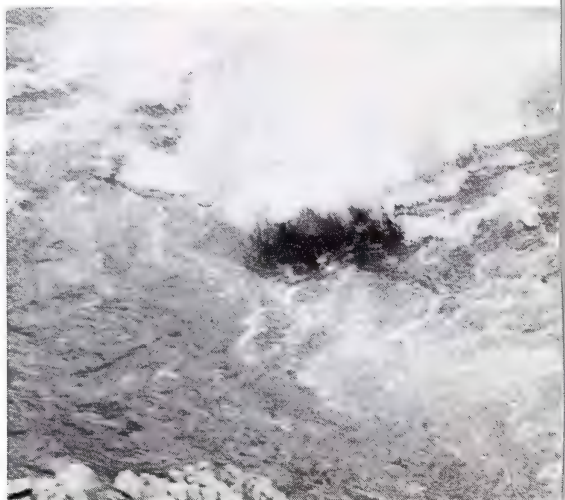




Curt Nielson's picture of the raft (extreme right) entering the rough passage through O'Sullivan's Rapids.



BOTTOM: Mick Brooks boat knifed on entry to the stopper wave, bending the wind-screen and wiping the goggles of Mick and his passenger. Undaunted, however, he continued up the rapids. Both Mick and Merv are experienced boaters, but their experiences in these rapids on the Buller provide a timely warning that unforeseen difficulties are always a possibility.

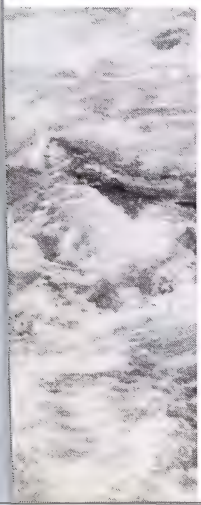


Buller gives visitors a drenching

Two Canterbury boaters got a lot wetter than usual during an Easter run on the Buller River (see story following pages).

TOP: Merv Cox picked the wrong route going upstream through the big rapids near O'Sullivan's Bridge and virtually disappeared from view beneath the water. Fortunately the traverse was successful; the storm cover keeping the boat surprisingly dry.

LEFT: On the downstream run Merv was not so lucky when his reverse bucket slipped into neutral. Free-wheeling through the haystacks for 400 metres, the boat took on water which by the end of the traverse was almost level with the seats despite the storm cover.





Graeme Smith above the Gowan junction going upstream (right) and returning (left).

BELOW:





Easter around Murchison

by Jenny Preen, Robyn Smith, Violet Blay

CANTERBURY and West Coast branches combined to spend Easter in the Murchison area. Eight families camped on a farm while the rest stayed in the township.

Good Friday was spent locating suitable launching sites and meeting up with everyone as they arrived. (Editor's note: The association's 'Handbook' provides useful information on launching sites. A recommended site for the Upper Buller is behind the Murchison Golf Course).

Saturday dawned with a grey sky but, fortunately, no rain. Because of the numbers (23 boats in all) it was decided to split into two groups; one boating the Upper Buller and the other, the middle reaches of the Matakītaki.

The Upper Buller was boated to just below Gowan Bridge. This group then returned to the launching site, having had lunch downstream from Owen Junction, and met up with the others.

They then left to boat the Upper Buller, while the first group boated the Lower Matakītaki as far as the rock impasse. After returning once again to the launching site and retrieving the boats, some returned to the campsite to light the barbecues and be joined by those from Murchison for tea and the usual refreshments.

The following day it was again necessary to split the group, one boating the Maruia above the falls and the other, further downstream and the Buller near O'Sullivan's Bridge. The Upper Maruia proved as exciting as the Upper Buller



Earthquake rapids, the impasse in the Matakītaki.



The new Mrs Kirkby in search of a romantic jaunt on the Maruia.

had the day before, with boats avoiding boulders all the way.

Meanwhile, the Buller party was having its own problems. While trying to boat the O'Sullivan's Rapid three boats experienced wet trouble. One had slipped into neutral while in the middle of the rapid and had taken wave after wave over the front of the boat. However, even with water up to the seats, they managed to reach the bank safely. During the afternoon we boated O'Sullivan's Rapid with yet another mishap. Out of 10 boats which tried their luck in the falls four were swamped, including two honeymooners who very nearly had their holiday cut short. (Perhaps the new Mrs Kirkby has already found that boating is scarcely a romantic jaunt.) Jet boaters

wives soon learn the male of the species is a stubborn individual who will always attempt to go where another driver has failed. These mishaps were an abrupt reminder to us all that storm covers are needed for this type of boating and that children should watch from the safety of dry land.

This ended the organised boating for the week-end and because we awoke to drizzly weather on the Monday morning everyone set off for home reasonably early. Arriving back in Canterbury to fine weather, some stopped to boat the Waiau Gorge. While the boats were being trailered after this run, Stephen Cox decided to try his hand at fishing and landed a large salmon only minutes after boating through the pool. ■

Error inflames conflict over hydro-development plans for Motu River

(Reprinted from 'The Press')

THE Motu River, flowing into the eastern Bay of Plenty, is one of the last unmodified major rivers in New Zealand. It is popular with all "white-water" sportsmen, such as canoeists and jetboaters, who are opposed to the intention of the Ministry of Works and Development to test-drill for a future hydro-electric power station.

The conflict is embarrassing the Government and its "wild and scenic rivers" policy announced late last year. It was generally overlooked in the concurrent excitement of the National Development Act.

The policy essentially is the result of a compromise between conservationists and developers and says that wild and scenic rivers "should be protected." The conservationists wanted the policy to read "will be protected" and were at best lukewarm over the Government's decision.

The first river to be considered by the National Water and Soil Conservation Authority under this new policy was the Motu. The authority approved the Ministry's application for a water right to drill, subject to appeal, at its December meeting.

The canoeists were very angry. They claimed that information on a pending decision had been withheld from them, the decision had been taken "in committee" to avoid debate, and the first they had known was when the decision was advertised in the Gisborne newspaper.

The authority maintained the decision had been taken "in committee" to protect the Poverty Bay Catchment Board. But since then a new complication has arisen, and so at its April meeting the

authority again considered the Motu "in committee."

It ratified the December decision but gave new grid references for the drilling work and the associated water right. The original December decision had approved work for the wrong part of New Zealand. All discussion was taken "in committee" and only the decision published.

The error is somewhat embarrassing for the Ministry of Works and Development, and for the authority. The Nature Conservation Council noticed the error in the public notice and pointed this out to the tribunals division of the Justice Department, asking that the decision be readvertised correctly, thus requiring a new decision by the authority.

The authority had apparently hoped to correct the error when it came before the Planning Tribunal in May, on appeal from the Canoeing Association, but the tribunal itself apparently felt unable to rule on the matter.

All this is doing little for the Government's new wild and scenic rivers policy, and is giving ammunition and comfort to its opponents, while adversely influencing the open-minded. ■

KEEP THIS DATE FREE

The annual general meeting of the New Zealand Jet Boat Association will be held in the Hagley Hall, Christchurch, at 8 p.m. on Friday, June 20. Full details of the agenda and a notice of motion, together with the annual accounts appear on pages 45, 46, 47, and 48.

Chine chippin' trail blazed up Grey River Valley

Story: MICHAEL WEALLEANS

Pictures: NORMAN ARCHER

TRAVELLING down the highway from Reefton to Ahaura for a Sunday run on the Grey River, I noticed most of the creeks feeding into it were above normal and I anticipated some good boating.

Arriving in Ahaura I called on Barry Uddstrom and passed on the good news. In no time we were both down at the ramp launching the J44 and Cougar with the help of our crews Murray Cowan and

Should we give it a go? A quick glance around the assembled faces and the smiles made the decision unanimous!

We set off at 30-second intervals, Barry leading, Lindsay second, and when he rounded the first corner, Norm and I also set off. Less than a minute's boating, we slid out of a corner and ahead was a low roadbridge. I tapped Norm on the shoulder. "Don't forget to duck!" I shouted. As we drew close we both ducked



Murray Cowan and Barry Uddstrom pass under the Waipuna Creek Bridge. RIGHT: The boaters take a break up Waipuna Creek near the tunnel.

Norman Archer. Just as we were about to set off, Lindsay Black and his wife Shona arrived from Dobson with their Colt.

A hasty launch and 20 minutes later we passed under the Ikamatua road-bridge. We had originally intended going through to the Clarke River, but we shortly pulled in against the right-hand bank. It appeared we were going to do some exploring!

Nearby was an interesting, narrow and ripply creek called the Waipuna. Barry said he had boated it "a little way before" and today it was carrying more water.

and for good measure he unwrapped his fingers from around the grab-rail!

The first turn after the bridge the creek-bed narrowed into a gorge with sheer sides about 40ft high. The rocks at this stage started changing from fine to frightening! I wondered how far ahead the others were and figured it could not be much as the wakes were still rebounding off the walls. After a somewhat entertaining ten minutes boating Norman and I met up with the Colt parked against a small bank and no sign of the J44. A large tree had fallen into the creek and

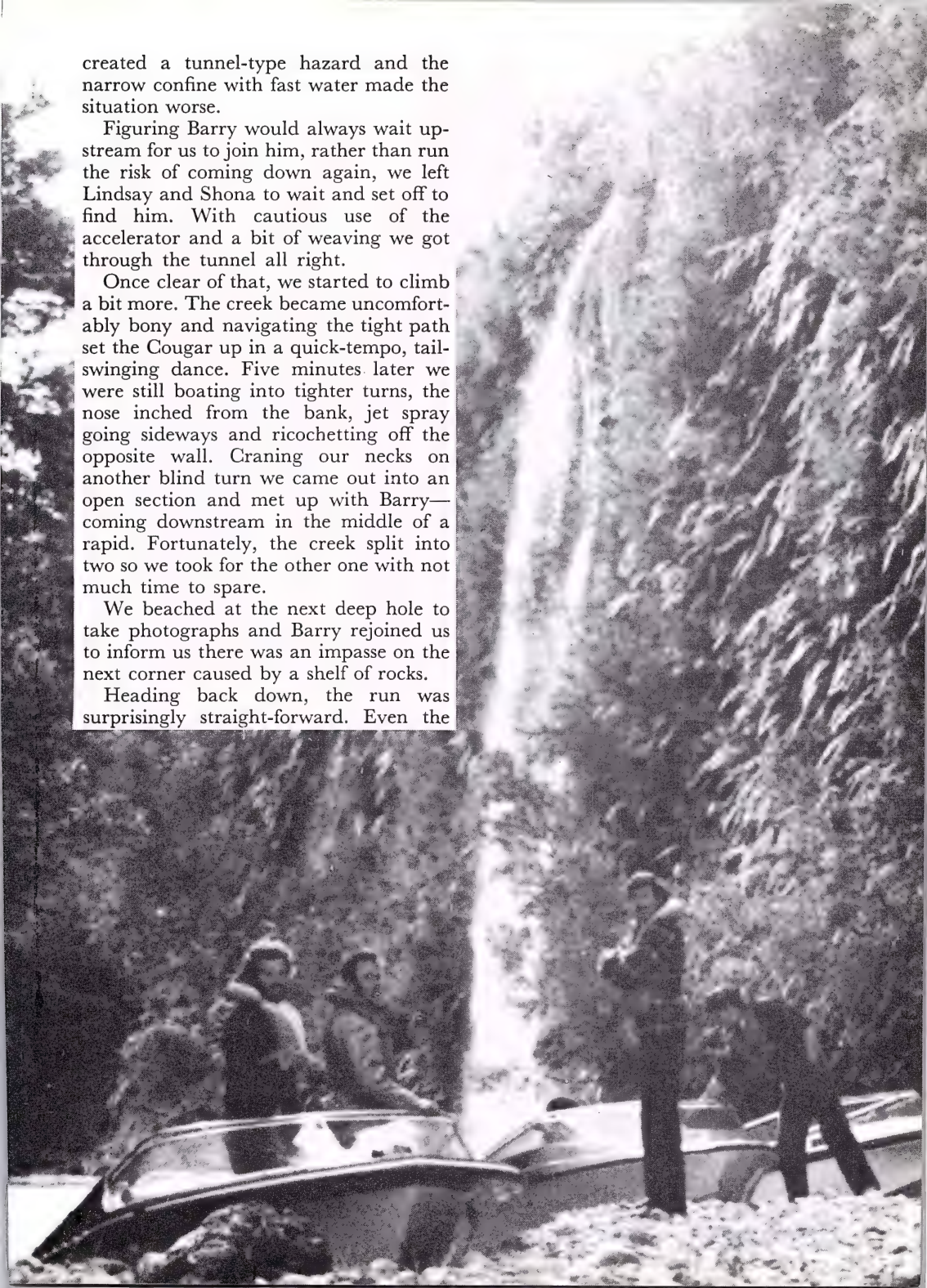
created a tunnel-type hazard and the narrow confine with fast water made the situation worse.

Figuring Barry would always wait upstream for us to join him, rather than run the risk of coming down again, we left Lindsay and Shona to wait and set off to find him. With cautious use of the accelerator and a bit of weaving we got through the tunnel all right.

Once clear of that, we started to climb a bit more. The creek became uncomfortably bony and navigating the tight path set the Cougar up in a quick-tempo, tail-swinging dance. Five minutes later we were still boating into tighter turns, the nose inched from the bank, jet spray going sideways and ricocheting off the opposite wall. Craning our necks on another blind turn we came out into an open section and met up with Barry—coming downstream in the middle of a rapid. Fortunately, the creek split into two so we took for the other one with not much time to spare.

We beached at the next deep hole to take photographs and Barry rejoined us to inform us there was an impasse on the next corner caused by a shelf of rocks.

Heading back down, the run was surprisingly straight-forward. Even the





Lindsay and Shona Black weave down the willow-lined Blackwater Creek.

fallen tree-tunnel proved no barrier and so, after telling Lindsay and Shona what lay upstream, we all set off to stop out at the mouth to have lunch. Sitting amongst the sandwiches, cold chicken and thermos flasks, we discussed the possibility of boating into the dredge ponds behind Ikamatua—just for something completely different. So with the adventure bug well and truly in our veins we once again set off downstream.

Later we turned into the Little Grey River and were unable to find entrances of a boatable nature into the ponds. Soon Barry led us into an unknown channel

and, being officially lost, we continued to follow the winding, willow-lined path. Shortly we were unable to go any further as Barry and Lindsay stopped and appeared to be turning about. Searching for a clue as to our whereabouts I looked through the willows and recognised the Snowy River roadbridge. On the way back downstream Norm pointed out another creek which we gingerly turned into and stopped in a deep pool.

We sat there, motor idling and when Lindsay spotted us I gunned the motor hard to launch out cleanly in what little room we had. A slight 'touch' was heard



and we both fully realised the shallow depth. Almost immediately we came under a barrage of overhanging willows. We ducked below the screen and hopefully I pointed the Cougar in the right direction. The branches hit the boat with resounding thumps, the smaller ones breaking off with machine-gun type chatter and falling inside the boat. Immediately the noise stopped I stole another glance to check the aim and ducked again. And so it went on: peek, aim, duck, chatter-chatter, peek, aim, duck, chatter-chatter, peek, aim, du—bang! Hell, that was a close one!

SKIIIFFT! The boat touched lightly, and as the willows dispersed, we settled

down to using harsh turns to stay on track in the narrow corners. Sliding out of the next turn, a fallen tree blocked the creek. Nowhere to go! Mild panic from both of us, then kerkklunk! I brought down the reverse bucket and applied the power back on. With the boat seemingly buckling in the middle we hauled to a slow, then tobogganned along the bottom which fortunately consisted of very fine shingle. With the motor off and the Cougar firmly marooned, Norm and I baled out of the boat to break away the branches and clear a path.

No sign or sound of Lindsay and Barry coming yet, just as well! With the way clear Norm and I started the tedious task

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of lift and push—manhandling the Cougar downstream to be restarted in a deep hole.

No sooner were we under way, three corners gone than we struck the same thing. Out we got. Slosh wet. We shooed up to the tree, bent, twisted and broken. Lots of snapping. Back to the boat. We lifted, pushed again and again. Much grunting and groaning . . . $\times \leftrightarrow > !! \dots$?

In we got. Twisted key, pushed foot hard. A tug on the arms and away. Two down! Five corners later another tree; some time later, more branches.

“Aren’t you getting just a little tired of all this?” asked Norm.

Before I had time to answer we heard a noise in the distance. A boat was coming.

Norm, who at this stage was using an old bow-rope to tie reluctant branches in against the bank and out of the way, stopped immediately. Almost on cue we both scrambled back to the boat. Unable to get away in time, we pulled the boat hard against the bank just as Lindsay and Shona aboard the Colt came bursting out of the turn to slow up and stop in the deep hole the tied-up fallen willow had created.

“Where are we?” asked Lindsay.

“Wouldn’t have a clue. Where’s Barry?” I replied. Lindsay then said he should be coming but after he failed to turn up, we again set off.

The pathfinder

A little later we stopped again to study a right-angled rapid, very shallow and in against the bank. Willow branches cascaded less than a foot off the water. I walked out to break a path through the dead and brittle branches and slipped in the process, finding a narrow section of water that valiantly tried to wet my knees. With shouts of glee we made a mad rush for the boats.

“Shoulda been a surveyor!” yelled Norm, as we boated through the gap of broken branches so correctly removed!

Boating under a short rail-bridge Norm and I looked at each other with raised

eyebrows, seeking its recognition but we both shrugged and carried on.

“Hey!” I said, tapping excitedly on Norm’s shoulder. “What? What?” he replied, looking all around and up!

“That house through there. Near the bank. See it? We’re up the Blackwater Creek. The roadbridge should be just around the corner. There it is!” I said, still pointing.

Grinning away to ourselves and both feeling pretty smug at the distance we’d been able to come, I picked up more speed and we rumbled under the bridge.

“Oh no! Look ahead!” I shouted. Halfway up the straight we were confronted by a ‘cow-stopper’, a row of corrugated iron roof-sheets laced vertically to a heavy guy-wire and strung across the creek.

“Whoa!” cried Norm (and I was inclined to agree) but backing off, the tail started rattling. Fortunately there were a couple of sheets missing. A quick stab of power to line up quickly and we both ducked and whisked through, narrowly missing the iron and wire with only inches to spare!

Norm held his palms together as in a state of prayer. “That close, man,” he said, showing the margin.

Skiiift! We went over another skinny section and I wished my fuel tanks weren’t so full. On, off, with the ignition again while skating along and we got full power back. Swing hard into a right and gun it, roll the boat over for a medium left . . . whooosh! Water everywhere after an instant reverse-bucket stop.

“What’s that?” asked Norm, peering at an angled step in the water, 20 feet ahead.

“A log, I think,” I replied. We drifted back a little, and then launched away, feeling just the slightest lift in the rear as we skimmed across the step.

We stopped in the next deep hole to wait for Lindsay and Shona. As the engine noise of his boat slowly crescendoed in the distance we figured he was through the ‘cow-stop’ O.K. There followed a series of quick bursts on the accelerator, a high

note, done and then back to normal. Shortly the Colt came bursting out from under the willows and quickly cramped the room in the marginal deep hole.

"Did you get over the log all right?" I asked Lindsay.

"Over it?" He paused and with a quizzical frown said "No. I went around it!" and Shona said he was not joking! Ignitions were switched on. We each revved to line up on the creek, gunned it and we were away with the lunar-type landscape flashing within inches under the nose. Rattle. The Cougar touches again.

"Hell, I hate that noise," I shouted.

"Not surprised," said Norm jokingly.

Who needs water?

We continued to boat about 15 minutes up from the Blackwater roadbridge and the water depth decreased to the ridiculous, contrary to the size of the rocks in the rapids. Running aground softly at the top of the next hole and finally tiring of it all, we waited for Lindsay and turned the boats back around. Coming back down we soon got the drift from the very little water-flow and we settled into a nice pattern of attack along the zig-zag, willowed track. The course was boated without incident, until Lindsay elected to go backwards through the gap in the cow-stop. Halfway through a bravely executed spin in the narrow confine the Colt dug a chine in and picked up a grill-full. Drifting sideways the iron runs came up and over the deck making harsh scraping sounds. It then ground on the other side in the shallow. The scratches received would fortunately polish out, so after pushing the boats down to the next deep hole we were again all underway.

The sharp right-angled shallow turns caused us to unintentionally exit sideways leaving unhealthy tail-end clearances, and the willows seemed to have a greater potential of writing-off the windscreens.

At times absolute lack of width in corners had us cribbing the Cougar's nose

seemingly over dry land and more touching was inevitable.

Back out in the Little Grey it was a different scene altogether: wide open spaces, tons of depth and no nerve-provoking obstacles. Continuing to boat downstream we finally met up, (after much wondering) with the elusive J44 and its crew. Barry and Murray in fact had changed their minds about turning around on the Snowy River and had carried on a little further unable to get far past the roadbridge. On returning and not knowing where we had got to, they had decided to wait at the junction of the Big and Little Grey until we arrived back from where-ever!

"Where were you anyway?" asked Barry.

"Up the Blackwater Creek," we replied in unison!

"Yeah?" said Barry. "I took a look at the start of it and didn't think you'd be up there.

I distinctly noticed him eyeing us all suspiciously, and started the "convince you then" routine.

"Yeah! Honest, we got right up past the roadbridge and . . ."

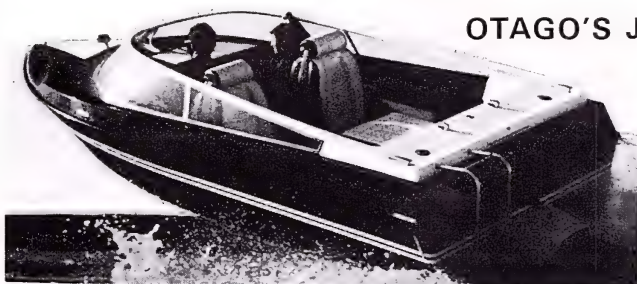
"There were trees everywhere. Talk about tough trip, even had to go through a tin fence," Norm added.

"And over a log," Lindsay joined in.

"Around it," I corrected him. "All the time we had to keep stopping to remove fallen willows by breaking them up. Once we just couldn't so we used your old bow-rope to tie it in against the bank and—oh hell, it's still up there . . . we, I forgot to . . . I owe you another rope, Barry.

"Forget it, I'm glad to be rid of it," he said smiling.

After a few more minutes chat, we set off for the Ahaura ramp and arrived some 20 minutes later and trailered out. Up in the car park another half hour was spent articulating various parts of the journey with enthusiastically animated gestures, which must have looked damn funny to anyone watching other than a jet-boater. But who cared? If they knew what we knew! ■



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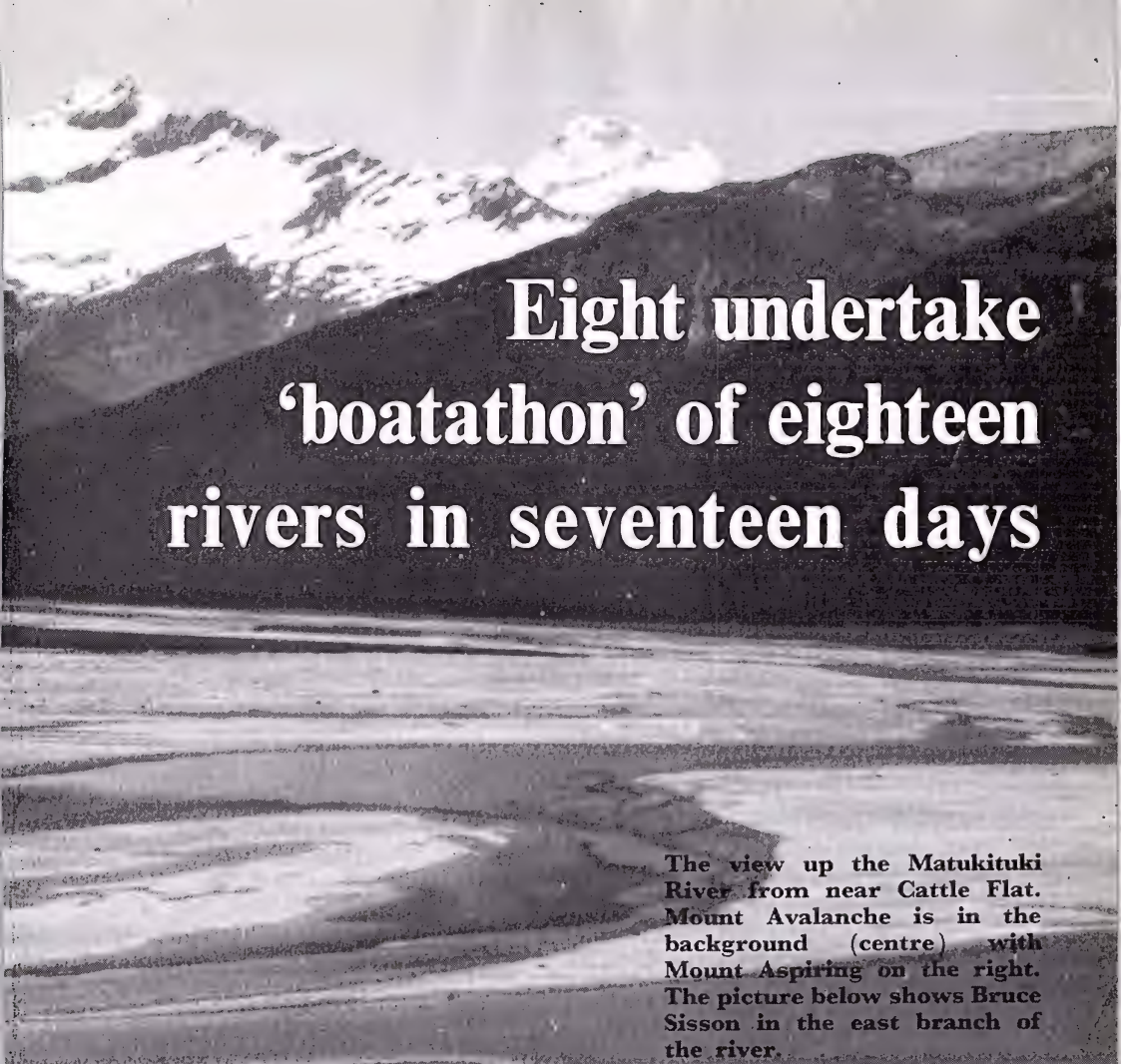
In 1969 we printed these 'symbolic variations' by GRAEME SMITH, then of Napier. Now a resident of Christchurch, Graeme writes of a recent excursion by eight boaters on the rivers of Central Otago.

IT DIDN'T start out to be a boatathon but that's nearly how it ended. Christmas holidays for eight Canterbury jet boats turned out to be a most memorable experience for all as day after day brought new rivers, new experiences, and new sunburn to already blistered noses.

On December 27 six boats headed up the Matukituki River in near-perfect conditions and continued up the left branch about 20 minutes above Raspberry Hut to the inevitable 'big rapid' which was conquered in a bumpy way by a J44. Back to the forks and up the right branch

for about 15 minutes where the 30 Mk II managed to clout one dead centre and dent the engine sump. This resulted in a 36-hour curtailment to his boating while, back at the Glendhu Motor Camp, we stripped the boat, lifted out the motor, rolled the hull up the other way and repaired it. Meanwhile on the 28th, a Colt and Bobcat boated the Motutapu from the Matukituki up to the 4ft wide entrance to the gorge. The lower portion of this stream is definitely chainsaw country with the overhanging willows.

The 29th saw us water-skiing on Lake

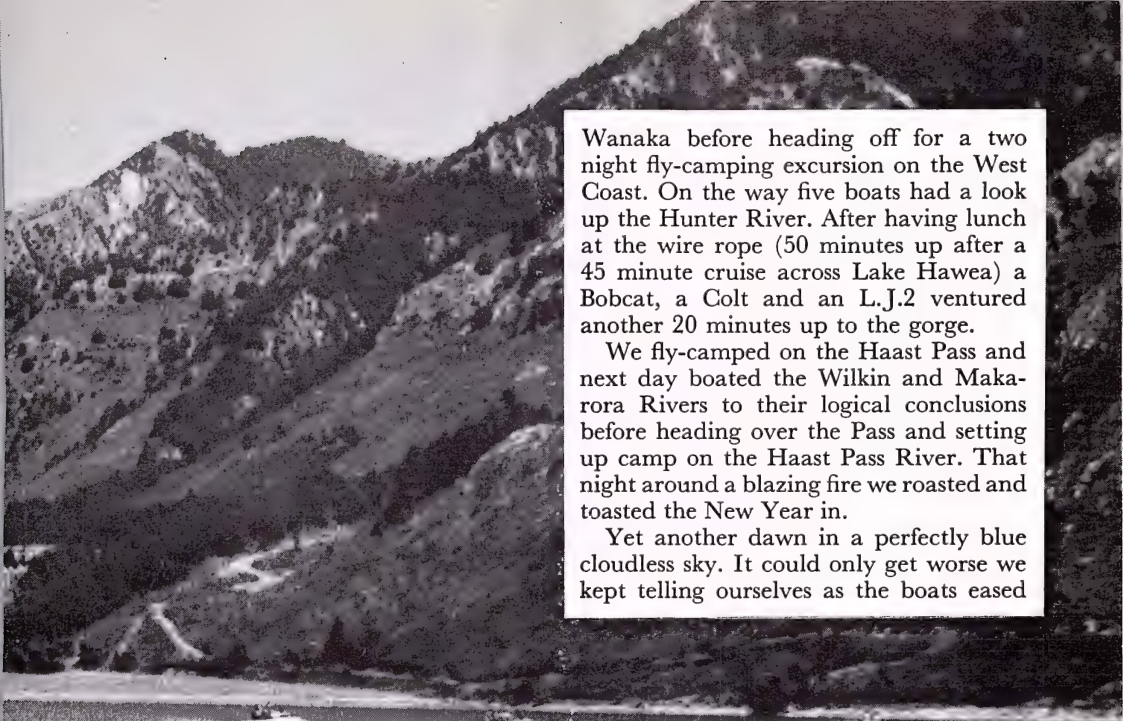


Eight undertake 'boatathon' of eighteen rivers in seventeen days

The view up the Matukituki River from near Cattle Flat. Mount Avalanche is in the background (centre) with Mount Aspiring on the right. The picture below shows Bruce Sisson in the east branch of the river.



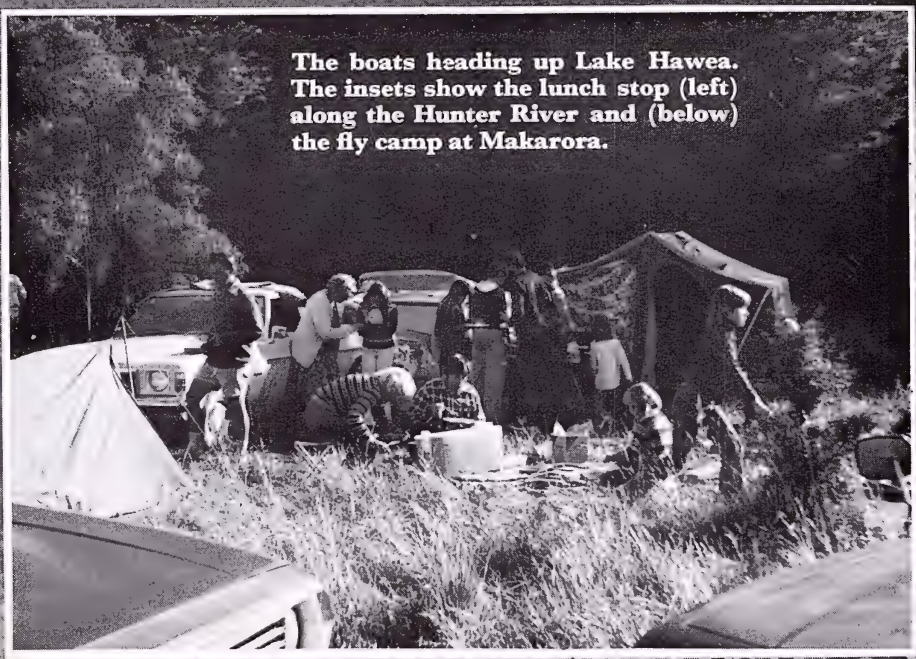




Wanaka before heading off for a two night fly-camping excursion on the West Coast. On the way five boats had a look up the Hunter River. After having lunch at the wire rope (50 minutes up after a 45 minute cruise across Lake Hawea) a Bobcat, a Colt and an L.J.2 ventured another 20 minutes up to the gorge.

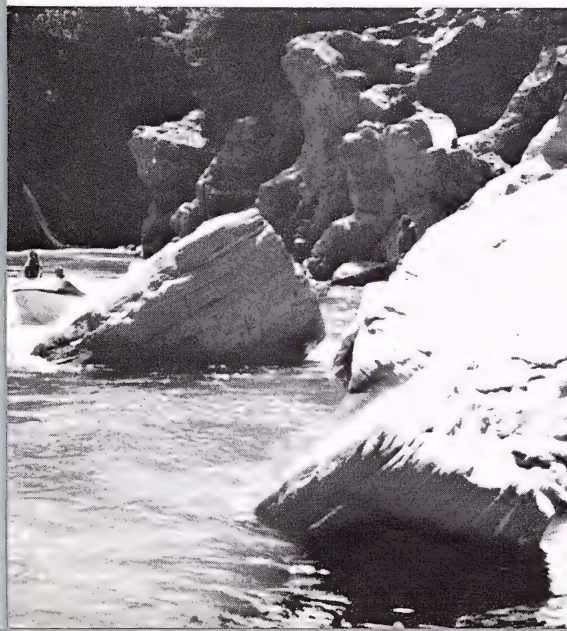
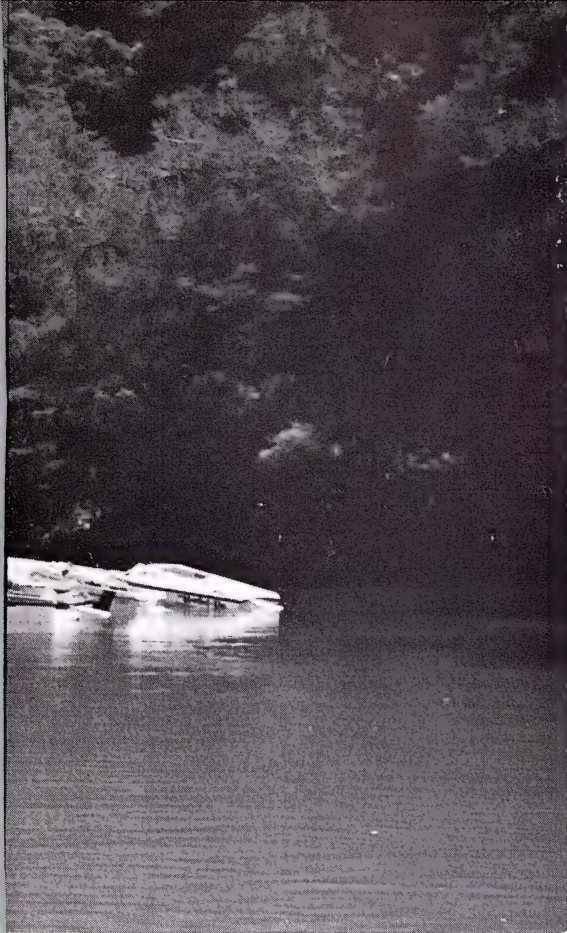
We fly-camped on the Haast Pass and next day boated the Wilkin and Makarora Rivers to their logical conclusions before heading over the Pass and setting up camp on the Haast Pass River. That night around a blazing fire we roasted and toasted the New Year in.

Yet another dawn in a perfectly blue cloudless sky. It could only get worse we kept telling ourselves as the boats eased



The boats heading up Lake Hawea. The insets show the lunch stop (left) along the Hunter River and (below) the fly camp at Makarora.





up the Haast River and into the Burke River for the pleasant 10 minute ride to the little chute at the top. On the trip back down the Haast we turned our attention on the Landsborough River. After first investigating the McFarlane Stream we got to the flying fox and there off-loaded some of the passengers.

A group of canoeists had told us about various sections of the river they had encountered on their descent of it. They had paddled out the day we arrived so the river was still in the same conditions they spoke of since being dropped in the upper reaches by helicopter with their gear and canoes six days previously.

The Colt and 30 Mk II got to the big rapid with the stopper at the bottom, and boated past the big slot at the head of another rapid and even managed to sneak around the big folding wave where the river pushed up a cliff about 4ft and fell back into the downstream hole like a breaking wave. But the going was getting tougher and the river seemed to have developed in one long rapid where pressure troughs surged and you found yourself sitting on a rock that a few seconds earlier had been adequately covered with rushing water. The river was glacial-fed and dirty and the whole seething body of slippery looking water offered no mooring in the event of an engine failure. Our turnaround point after a total of 60 minutes upstream running was about half way along the red line shown on the river classification map.

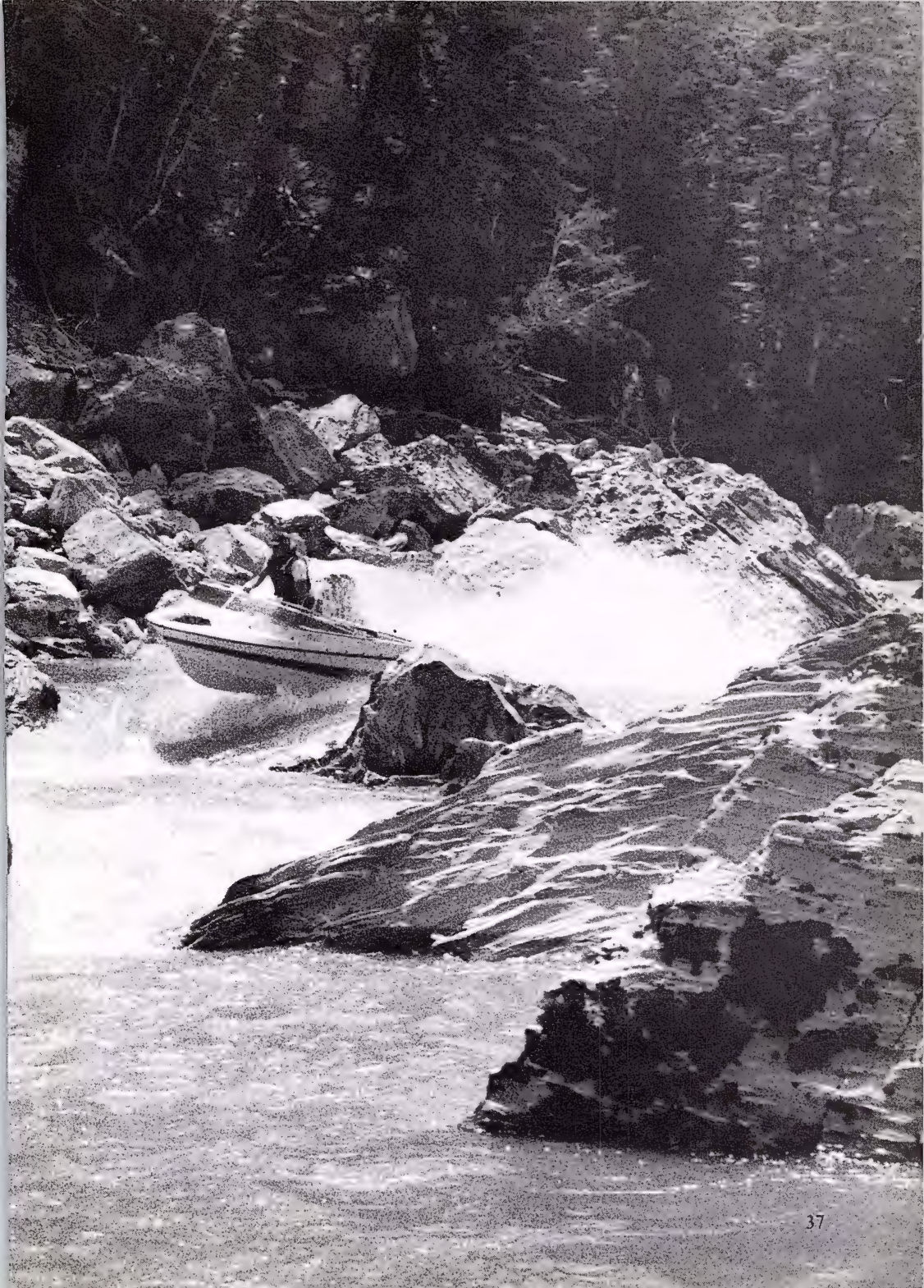
So then we wasted the next three days by sleeping in, playing cards, water-skiing.

Anxious for more exploring we then made our way to Glenorchy at the head of Lake Wakatipu. On January 6 four boats ran the beautiful Dart River to the gorge above the hut at Daley Flat. Scenically this is probably as good as any New Zealand river can offer and the two hour upstream run has braided shallows, small

PICTURES: The confluence of the Burke and Haast rivers (upper) and Graeme and Robyn Smith in their Jet 30 Mk II in the narrow confines of the Burke River.



Ian Andrews in the Upper Dart about 100 metres above the generally acknowledged boating limit at Casey Flat Hut.





rapids and a couple of chutes in the gorge for the more aggressive driver in someone else's boat. The Sunday was topped off by one of the Glenorchy pubs allowing us all in to partake in the very civil pastime of after-hours relaxing.

The next day the Colt and J44 with all drivers went out for an hour's fun boating on the tricky shallows of the Rees River. Four hours later we struggled home, grates jammed with shingle and faces split with grins after a most enjoyable skinny water trip up to the abandoned 'Invincible' mine.

The 8th was designated as a run across the lake and a little look up the Greenstone River for some fly fishing. About this time we booked in at the aforementioned hotel for a solid home-style roast meal and the usual hospitality was extended until 3 a.m. the next morning. Mind you, it took till then to beat the locals at darts so that we could then win the right to go shooting on their property as opposed to forfeiting a bottle of Black Label.

On a promise to return to this paradise the party headed out, and an hour later, unpacked boats and launched at the Frankton Arm ramp for a quick whiz

ABOVE: The flood fence across the open middle reaches of the Ahuriri River. Omarama and Lake Benmore are beyond the hills in the background. RIGHT: The beautiful upper reaches of the Ahuriri above Canyon Creek.



down the Kawarau River and up the Shotover where, at Tuckers Beach, we waited for the Shotover Jet and followed it up as had been pre-arranged. This trip is worth the effort, even if you take the regular ride with the tour operator. After some fruitless gold panning amongst the boulders and a peek by Colt further up from the turnaround point we scrambled back following the big red jet. Then we retrieved the boats and headed across the Lindis Pass to pitch camp in pitch dark at Omarama.

Next day we launched at Lake Benmore for a look up the Lower Ahuriri River and got to within striking distance of the waterfall. One hour up from the lake there is a wire hawser at chest-height



supported by vertical railway irons at about 20ft centres. We got under this by inching the hawser up for five or six railway irons and eventually creating one arch where we could drive under the hawser safely.

With only two days of holiday left we felt the boating urge even more and the Dobson and Hopkins Rivers played host to our next day of activity. Then on the last day we trundled through to Birchwood Station and after asking permission had a magnificent day of fun amongst the Upper Ahuriri's tussocks and shallows.

But then the holiday was over. We quietly retrieved the boats and glumly threw our wet sandshoes into the boat for the last time. The vehicles moved quietly

off down the road and I could feel the boat on behind giving little tugs of resistance like a dog on a leash not wanting to go home. I'd done 26 hours of solid river boating that holiday and most of the others had done a similar amount. Except for the Andrews boats we had all carried out patch-up jobs en route but this somehow seemed to add to the comradeship. Some of the days were long, some of the roads were dusty, and some of the beer was warm, but roll on next Christmas!

The families that were on the trip were: Andrews family, *Colt*; Blay family, *Bobcat*; Kinsman family, *J44*; Peterson family, *Colt*; Packard family, *Colt*; Sisson family, *J44*; Smith family *30Mk II*, author of article; Tulett family, *LJ 2*. ■

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Tony Ellen wins Trowbridge Rally

SATURDAY, February 23, dawned grey and misty with an odd shower that did nothing to dampen the enthusiasm of those gathered at the Ahaura launching ramp.

The Grey was a little discoloured and just slightly above normal flow, but during the day levels rose a little and

Greymouth. It was a good spectator event for other branches to consider when they hold similar rallies.

The day concluded with typical West Coast hospitality, drinks, supper and prize giving. Tony Ellen won this year's rally. It was a great swan song for him because he plans to leave the Coast and



The winner, Tony Ellen (right); Frank Idiens (second from right) with Rod Griffiths (third from left).

dislodged a couple of code words, much to the consternation of the last few boaters to come back downstream.

It was a fun day for drivers and crew with assorted tasks and code-words all the way upstream to the Ikamatua (Moonlight) Bridge where a lunch halt was made. Here there was a test of communication between navigator and blindfolded driver with a course through a gate, around two buoys and back through the gate. The navigator's shouts of direction were heard as far away as

so this may have been his last chance to compete. Tony has done a tremendous amount for West Coast jet boating and he will be missed. Prizewinners were:—

Tony Ellen 1; Rod Griffith 2; Frank Idiens 3; Combined points trophy for Lakes Rally and Trowbridge: Frank Idiens; First Nelson Boater for Ahaura Hotel Trophy, Rod Griffith; Second West Coast Boater for Tramway Tavern Trophy, Lindsay Black; Lady Navigator, Colleen Gibb; Hard Luck Boater, Vaughan Workman. ■

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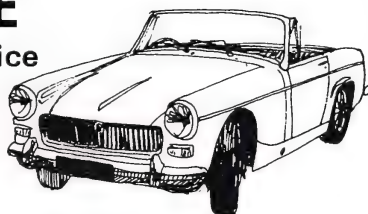


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J140S — V6/752	\$ 8,300
J32 — Daimler V8/2C	\$ 3,795
J52 — Soft Top/773 unit, no engine	\$ 4,950
New J53 Cabin Boat — 250 Falcon/753	\$10,650
J32 Aluminium Bottom V6/742	\$ 4,750
J83 — 250/2C	\$ 7,500
14 — 16 — 17ft Steel Boats	P.O.A.

Care needed with use of rafts

MY first report this quarter relates only indirectly to jet boating but it is a subject which may affect any river-user at any time.

Raft races down rivers on homemade rafts have become increasingly popular on many of our rivers and while the event seems innocent enough, tragedy can strike. The recent drowning on the Hutt River is not the first in such an event. It is at least the third that I can recall and it has prompted the Water Safety Committee to look at drawing up guidelines. I have been involved in such raft races both as a competitor and as a rescue back-up in my boat and I cannot stress safety enough.

The presence of several jet boats for possible rescue work is vital but as many accidents happen under trees it is not always possible to get close enough to effect a rescue. If you are involved, boat the course first. As a jet boater you are better able to sort out the trouble spots and know where to be.

The following is a very brief list of basic requirements and rules of a raft race.

Raft to have a wooden deck (to give stability) and be scrutineered prior to the event, making sure there are no sharp edges liable to cut.

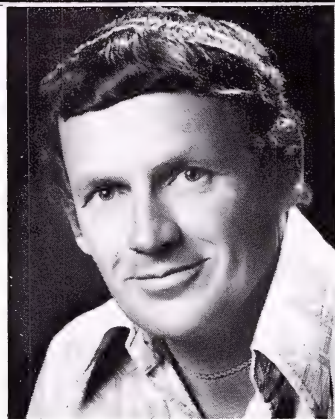
No alcohol on rafts (plenty of time for that later).

Lif jackets, of course, and adequate warm clothing, even if it is a sunny day.

St John Ambulance personnel in attendance.

These events can be a ton of fun when properly conducted, but as they are often run by people with good intentions but no practical river knowledge you owe it to yourself as a boater to help.

Controversy still surrounds the best type of lifejacket, but a report from the



— By Curt Nielson

Small Boat Safety Committee indicates that the Standards Association is to look at the problem.

The best advice is to always wear one when boating, and look after it.

In my last report I mentioned boating up the Motu without a lifejacket. A few weeks later a jet boater was drowned after his boat had a motor failure and overturned on a stump on that same river. He was not wearing a lifejacket.

Safety check of the month: Steering.

Start with the wheel. If it is one of the plastic variety check it for cracks. They become brittle in the sunlight and if you have a sudden stop they can disintegrate leaving a dangerous stub. Replace if it is cracked, preferably using a metal reinforced type.

Check the sprocket and cables. If the wire is worn, replace it. Make sure it is pulled firm and that the adjusting shackle is tied in such a manner that it cannot work loose. Examine the steering pulleys. Remember they carry a lot of strain.

The best-prepared motor is worthless if your steering fails in a tight spot and the above check need only take a few minutes.

Autopsy reveals inner secrets of a lifejacket's buoyancy

By G. D. EGARR—*Safety Officer*
N.Z. Canoeing Association

RECENTLY I had occasion to pull the stuffing out of a relatively new lifejacket, one of the newer foam type. Actually it was a Mitchell lifejacket and one of the type that have recently failed tests applied by the Napier Yachting crowd. I have reason to suspect that the testing done by the Napier organisation was not too reliable. However their findings were of interest

My particular reason for pulling the stuffing from this lifejacket arose from my interest to discover why it was that some of these lifejackets were quite O.K. and others were not. Obviously Mitchell, when building the prototype would have taken some trouble to ensure that their jacket would have tested out to the required degree of buoyancy. So why were these jackets failing?

The jacket used a very soft type foam. In fact I personally used to be very keen on these jackets as the softer foam was so comfortable to wear. I have this theory that if a lifejacket is comfortable it will be worn so often that there is seldom the need to ever ask people to put it on. However, I believe that this soft foam was the downfall of the jacket. With a fair bit of thumping and squeezing you could crush the foam into a solid lump of rubber without any buoyant properties. Given a few hours of hanging on a coathanger the foam expanded back to about 60 per cent of its original volume and regained about 60 per cent of its buoyant properties. With a bit of pulling and poking you

could restore maybe 80 per cent of its original volume.

Now I admit that I gave that foam a good going over and it is unlikely that any normal jacket is ever going to get that sort of treatment. However, here lies the lesson. This applies to the popular English Harrishok jackets that we all love so much too. Some marine shops have been seen to use jackets as padding to display canoes and row-boats. Some shops and warehouses have stacked jackets one on top of the other. Given time, these jackets get crushed and maybe lose up to 30 per cent of their buoyancy. Hence they fail the test.

The moral of the story is this: Don't crush your jacket over a prolonged period of time, be it soft or hard foam. Frequent sitting on may also have a similar effect. By all means use your jacket as a pillow when sleeping, but not as a bed. Hang your jacket up on a peg when not using it. On occasion prod your jacket edgewise, or lengthwise, to fluff up its thickness. Keep it dry.

You should note, however, that a jacket that has lost 30 per cent of its buoyancy is still of more use to you than no jacket at all. The reason why the jackets sunk when tested up in Napier was that they had a six kilogram weight on them. A body has no weight, or very little, when in the water and all a jacket must do is to keep the weight of your head above the water. If you really wish to know if your jacket will work for you, jump in the lake, hold still and see if your mouth will float above water. For rivers you really need your chin some three inches clear of the water when floating upright—turn on your back and you ought to be well clear of the water. ■

A.G.M. to be held on June 20

NOTICE IS HEREBY GIVEN THAT THE EIGHTEENTH ANNUAL GENERAL MEETING OF THE NEW ZEALAND JET BOAT ASSOCIATION INCORPORATED WILL BE HELD ON FRIDAY, JUNE 20, 1980 AT THE HAGLEY HALL, 22 ST ASAPH STREET, CHRISTCHURCH, AT 8 P.M.

AGENDA

1. APOLOGIES
2. MINUTES OF LAST ANNUAL GENERAL MEETING, JUNE 15, 1979
3. BUSINESS ARISING FROM THOSE MINUTES
4. PRESIDENT'S REPORT 1979/1980
5. ANNUAL ACCOUNTS 1979/1980
6. NOTICE OF MOTION
7. SUBSCRIPTIONS
8. ELECTION OF OFFICERS
9. ELECTION OF AUDITOR
10. EDITOR'S REPORT
11. BRANCH REPORTS
12. GENERAL BUSINESS

ENTERTAINMENT

The film "GOLD RIVERS" will be shown by Jon Hamilton.

SUPPER WILL BE PROVIDED

Notice of Motion to be presented at A.G.M. by Dick Farrant.

Mr Farrant will move that Rule 6 (Special Provisions) be extended by adding

"(C) Paid-up membership. Any member or intending member may become a paid-up member of the Association on payment of a fee to be fixed from time to time at Special or Annual General Meetings.

Any member or intending member may also obtain paid-up family membership for his whole family in an additional fee also to be fixed from time to time at Special or Annual General Meetings.

Payment of the above fees will guarantee paid-up membership for life and will cover all branch levies. Normal rules covering age limitations for family membership will however apply.

In the event of expulsion from the Association for any reason under Rule 9 all such fees will be forfeit."

Mr Farrant will further move "that the fees for paid-up membership be fixed pro. tem. as follows:

Paid-up membership \$250

Paid-up family membership \$50

For members who have had 10 consecutive years or more of full membership the above fees may be reduced by 20%.

For members who have had 10 consecutive years or more of full membership and have attained the age of 60 the above fees may be reduced by 50%."

NEW ZEALAND JET BOAT ASSOCIATION INCORPORATED
INCOME AND EXPENDITURE ACCOUNT FOR YEAR ENDED 31 MARCH 1980

	1980 \$	1979 \$
INCOME		
Subscriptions	28,610.25	24,893
Interest received	676.49	528
Profit on sale of Cuff-links, Monograms, Ties and Lapel Badges	73.46	76
Profit on sale of Cover Binders	56.50	45
Projector Hire	10.00	15
Sale of Registration Letters	94.40	—
Profit on National Rally	98.14	—
Profit on National Rally Social	289.69	—
Sale of Emblems	89.00	—
Donations	18.00	—
	<u>30,016.73</u>	<u>25,557</u>
EXPENDITURE		
Annual General Meeting Expenses—Association (Air Fares etc.)	511.25	499
Annual General Meeting Expenses—Branches	316.88	483
Half Yearly Meeting of Delegates (50% Air Fares)	998.70	807
Audit Fee	225.00	250
Capitation Fees and Branch Levies	3,434.00	3,469
Emblems—Cost less Sales	—	310
Grant to Northern Districts, Ramp and Kilo Course	—	200
Grant to Taranaki Branch—Tarata Ramp	—	250
Grant to Central (Manawatu Catchment Board signs)	—	50
Grant to Wanganui River Protection Society	—	25
Insurance	231.24	213
Legal Expenses	44.77	191
Magazine—Cost of Printing and Distribution	\$17,615.05	16,464
Advertising—Gross Revenue	\$5,577.60	5,205
Less Commission	877.72	—,1042
Net Sales	\$4,699.88	4,163
	<u>371.50</u>	<u>626</u>
Less Government Grant 1979	—	11,675
Magazine Net Cost for year	12,543.67	9,675
National Rally—Net Loss on 1978 Rally	—	38
N.Z. Power Boat Association Conference	10.00	210
Registration Letters—cost less sales 1979	—	453
Secretary's Fees	4,467.50	3,850
Stamps, Stationery, Printing and Circulars	1,302.05	1,158
Subscriptions paid	32.00	30
Sundry Expenses	159.39	18
Travelling Expenses	279.80	219
Trophies 1979	—	194
Depreciation	363.00	303
TOTAL EXPENDITURE	<u>\$24,919.25</u>	<u>\$22,895</u>
Excess of Income over Expenditure	\$5,097.48	\$2,662
Less balance of cost of 1979 Handbook—See Note D	284.86	2,625
Less provision towards cost of future handbook	2,000.00	—
Balance of Excess transferred to Members' Funds	<u>\$2,812.62</u>	<u>\$37</u>

(The notes to the financial statements on page 47 form part of and should be read in conjunction with the above account).

AUDITORS' REPORT TO MEMBERS OF THE N.Z. JET BOAT ASSOCIATION (INC.)

We have examined the books and records of the N.Z. Jet Boat Association (Inc) and have obtained all the information and explanations we have required. In our opinion the Balance Sheet and Income and Expenditure Account and the notes attached thereto are properly drawn up so as to exhibit a true and fair view of the Association's affairs as at 31 March 1980 and the results of its financial operations for the year ended on that date.

Christchurch
21 April 1980

Hutchison Hull & Co
Chartered Accountants

NEW ZEALAND JET BOAT ASSOCIATION INCORPORATED

BALANCE SHEET AS AT MARCH 1980

	1980		1979
MEMBERS' FUNDS:	\$	\$	\$
Balance 1st April 1979	6,093.72		6,057
Add Balance of Excess of Income over Expenditure for the year ..	2,812.62		37
Balance at 31 March 1980		8,906.34	6,094
PROVISION FOR HANDBOOK			
Balance at 31 March 1980		2,000.00	(247)
NATIONAL RALLY TRAVEL FUND—See Note 2e ..		504.50	
TOTAL MEMBERS FUNDS AND PROVISIONS		11,410.84	5,847
Represented by:—			
CURRENT ASSETS:			
Cash at A.N.Z. Bank	3,292.90		5,551
Term Deposits at A.N.Z. Bank—Note 2f	8,000.00		—
Sundry Debtors	1,250.98		960
Subscriptions in Arrears	182.50		82
Stock of Cufflinks, Lapel Badges, Ties, Monograms and Magazine Binders	706.65		893
		13,433.03	7,486
LESS CURRENT LIABILITIES			
Subscriptions in Advance	771.70		844
Sundry Creditors	2,599.49		1,122
		3,371.19	1,966
SUB TOTAL		10,061.84	5,520
FIXED ASSETS:			
Films	115.00		
Less Depreciation for year	92.00	23.00	115
Projector	52.00		
Less Depreciation for year	52.00	Nil	52
Typewriter—Cost	1,385.00		
Less Depreciation for half year	139.00	1,246.00	—
Duplicator	12.00	Nil	
Less Depreciation for year	12.00	Nil	12
Office Equipment	64.00		
Less Depreciation for year	32.00	32.00	64
Rally Clocks	20.00		
Less Depreciation for year	20.00	Nil	20
3-M Photo-Copier 051	64.00		
Less Depreciation for year	16.00	48.00	64
TOTAL NET ASSETS		\$11,410.84	\$5,847

(The notes to the financial statements on page 48 form part of and should be read in conjunction with the above account).

NEW ZEALAND JET BOAT ASSOCIATION INCORPORATED

NOTES ON THE FINANCIAL STATEMENTS — YEAR ENDED 31 MARCH 1980

STATEMENT OF ACCOUNTING POLICIES:

GENERAL ACCOUNTING PRINCIPLES:

Note 1 The general accounting principles as recommended by the N.Z. Society of Accountants for measurements and reporting of results and financial position on an historical cost basis have been followed.

Note 2 SPECIFIC ACCOUNTING POLICIES:

a. <i>Stock Valuation:</i> Inventories have been valued at the lower of Cost or Nett Realisable Value.		
b. <i>Depreciation of Fixed Assets:</i> Depreciation has been charged using the straight-line method based on the estimated useful life to the Association. All fixed assets are being written off over a five year period from year of purchase.		
c. <i>Subscriptions:</i> Subscriptions are included in the accounts on an accrual with all amounts paid in advance being treated as Current Liabilities.		
d. <i>Handbook 1979 Edition:</i> Total cost of producing the handbook		\$11,074.86
Less Advertising income	1,960.00
Sale of handbooks	205.00
		<hr/> 2,165.00
		<hr/> 8,909.86
<i>Less Grants from Ministry of Recreation and Sport—1978</i>		1,600.00
<i>—1979</i>		2,400.00
		<hr/> 4,000.00
		<hr/> 4,909.86
Amount provided in previous years—year ended 31/3/76	2,000.00
year ended 31/3/79	2,625.00
		<hr/> 4,625.00
Leaving the amount to be provided in accounts for year ended 31/3/80	..	284.86
e. <i>National Rally Travel Fund:</i> Income from voluntary subscription	1,329.50
Less travel subsidies paid to 1979 Rally	825.00
		<hr/> Balance per Balance Sheet at 31 March 1980
	\$504.50
f. <i>Term Deposits at ANZ Bank:</i> —Due 26 April 1980	\$3,000
—Due 19 September 1980	2,000
—Escalator Deposit lodged 26 February 1980	3,000
		<hr/> \$ 8,000

Note 3 CHANGES IN ACCOUNTING POLICIES: These policies have not changed from last year.

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Tempo increases in planning for world championships

By DICK FARRANT

THE Citizen Watch World Jet Boat Marathon is to be held, contrary to some stories that it may not be. The organising committee, headed by chairman Howard Smith, has begun the Herculean task of making sure everything will run smoothly with no hitches. One of the questions asked by many concerns fuel availability, particularly high octane racing fuel used by some of the highly tuned engines.

"We think the fuel question will be okay," said Howard Smith. "The Minister of Energy (Mr Birch) will give a decision shortly, after he receives some further information. But even if our application is declined, we will make certain there is plenty of Tolloil (the fuel additive used by racing cars) available," he said.

In the last magazine an appeal was made for assistance, particularly for people to offer tow vehicles for overseas entrants. "I have been very pleased to see the number of people who have offered their services to us," said Howard. "It is gratifying to see this amount of voluntary assistance offered already".

Jim Stanley, the race organiser, also commented on this, but added that more helpers, even on a daily basis, could still be used. If anyone is willing to assist with patrol boats, helicopters, planes, cars, as marshals, or just as "gophers", contact Jim at Box 339, Christchurch. You could be useful.

Entries so far total 23: six A class, five B class, five C class and seven D class. They are:—

A Class

Mark Cromie, Rakaia. Alloy J/73, 454

twin turbo Chev. (Fifth in A class last Citizen marathon).

Paul and Darryl Isaacs, Taumarunui. 16ft Alloy, 454 LS7 fuel injection Chev.

Quentin van Marle, England. (No details yet).

Max McKenzie, Taumarunui. *A.N.Z. Bank*, 5.5 m Alloy, 495 ci Chev. (4th in last Citizen marathon).

Hilton McLachlan, Rotorua. Glass 16ft *Ruffian*, 350 Chev. with as his entry says "top secret engine mods".

Norman Bagrie, Hinds. Alloy J/73, 454 Chev. L56.

B Class

Dick Wemyss, Taupo. *Karearea*, Alloy with a Traco Olds 4450 cc ("Only standard item on the motor is the water pump," he says).

Graeme Williams, Frankton, Queens-town. *Gold Seal*, 15ft 6in steel 308 V8 Holden.

David Urquhart, Darfield. *Pasang II*, LJ2, glass, 302 blue-printed Chev.

Jim Dippie and Bill Roberts, Taneatua. Leader and Z28 302 Chev.

David Watson, Katikati. 14ft 9in Alloy 305 ci Chev. Hilborn fuel injected and Berkley Jet.

C Class

Bevan Tulett, Christchurch. LJ2 Chrysler Hemi Lucas fuel injection (6th in class last Citizen marathon).

Brian Goodwin, Taumarunui. 16ft 7in steel, 245 Chrysler Hemi to E49 Charger specifications.

John Blay and Graeme Walker, Christchurch. Bobcat with bored out turboed 2.8 Jaguar.

Robert Dollimore, Waitara. *Swandri Jet*, J/41 Jaguar 3.8,

David Page, Waitara. *Jezebel*, steel 245 Chrysler.

D Class

Ron Hardie, Palmerston North. *Orinoco*, D class winner 1978. Glass hull, 3250 cc Falcon.

Bryan Harvey, Queenstown. *Kentucky Bean*, Alloy 4.5 m 3.4 litre Jaguar. (5th in class last Citizen marathon).

Doug Russell, Christchurch. *Rapid Hunter IV*, J/44 Volvo 2979 cc (3rd in class).

Owen Wood, Waitara. *Y-Tara*, Cougar 3.3 Vauxhall. (Fourth in class last Citizen marathon).

Aitchison Trailers Ltd, Winton. (Tom Hedley and Kevin Aitchison). *Boney M*, 3-litre Ford V6.

Robbie McKay and Mark Baird, Whakatan. Leader, Falcon 200.

Peter Van Praagh, Waitara. *Aquarius*, 5 m glass hull, Granada V6 Ford.

Canterbury has supplied six entrants, Northern Districts five, Central Districts four, Taranaki four, Otago two, Southland one, and one entrant will come from overseas.

There are a further dozen or so entries expected in A class, including the current world champion, John Heslop, in a new alloy boat, Reg Benton, 1978 world champion, Howard Smith, and Don Johnstone (world champion runners-up in 1979 and 1978 respectively) plus Mexico entrants, Blue Derry, Jim Burnside, Ralph Brown, Bruce Slater, and Jack Looney, John McLaughlin, and John Wilson.

Three boaters from Las Vegas, Stephen Hall, Richard Poser, and Bob Bradley, have rung three times for further details, and other enquiries have come from Canada, Mexico and Australia.

Although the championship is still some four months away, interest is very high and Jim Stanley wants to know if someone can make sure there is no rain this year over the seven days and 1000 km of the racing.

Entries close definitely on July 1. Forms are available from the Secretary, Box 339, Christchurch.

The main sponsor of the event is Citizen Watches N.Z. Ltd, and this is the fifth time this company has been involved

in jet boat marathons. Warwick Browne, the managing director, enjoys the sport, its excitement and spectacular racing, and is looking forward to the world championship.

Two small towns in the North Island, Waitara (population approximately 6000) and Taumarunui (population approximately 7000) have so far entered more boats each than Christchurch (population 250,000), supposedly the "home of jet boating". There are four entrants from Waitara and three from Taumarunui. Christchurch has three entrants.

Owen Wood in *Y-Tara* is competing in his ninth major marathon. He is the only competitor who has competed in every event since the Caltex Marathon in 1970. Owen is better known for his inventive ideas, which include cantilevered sprung seats, a spinning plastic disc for vision in rain, and a special spring-loaded grill cleaner.

Final arrangements are shortly to be made for a film to be taken of the event

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for eventual showing here and overseas. An independent company is prepared to do this as a business venture, and final details should be available soon. There will also be daily TV coverage.

At the time of Jet Boating going to press Dick Farrant told us he believes the field may reach a total of 90 entries. A further 12 entrants have been added to the above list as follows:

Class A

John Heslop, Southbridge. A new Alloy 73, Turbo-charged 454. (Winner of the Canadian and New Zealand marathons in 1977 and the world championship in Mexico last year).

Gordon Ford, Edmonton, Canada. The ex-Taumarunui boat builder is to skipper a Canadian entry of his own make, *Ki-Can Incorporated*, 18ft 9in alloy hull, fuel injected, Berkeley jet.

Don Johnstone, Feilding, *Aorangi*. Steel hull, 454 Chev Turbo (1978 world championship runner-up).

Rod King, Palmerston North, Steel hull, 454 Chev.

Class B

Alan Cammock, Waipukurau, *London Woolbrokers*. Alloy hull, Ford Boss Mustang (second in class last Citizen marathon).

Ralph Brown, Queenstown. Fibreglass hull, 302 Chev.

Class C

Rod Harrison, Christchurch, *Eagle Rock III*. J 44, 245 Hemi (third in class last Citizen marathon).

John Tacon, Hokitika, *Knightraider*. J44, 250 XD Falcon.

Cliff Saunders, Christchurch, *Gianni Jeans*, Carisma hull, Buick V6, Fuel injected.

Terry Shields, Tauranga.

Class D

Ted Kiddie, Te Puke, *Hombre*. Alloy hull, 3.3 Valiant.

Maurice Cammock, Waipukurau, *London Woolbrokers*. Alloy hull, Holden XV1 Torana. ■

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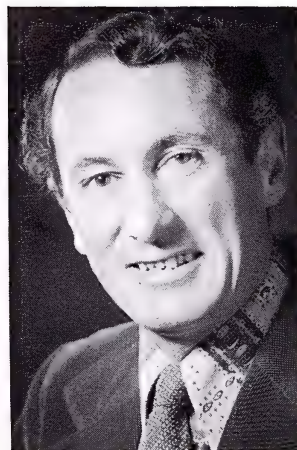
Compiled by Richard Stothers

Northerners prepare for international championships

A RAFT trip down the Motu to the Patea River races is one event in the Northern District's calendar. Another, described as a public relations exercise, involves taking about 35 members of the local Round Table up the Rangitaiki River, to give them a few thrills of jet boating.

With the World Championships coming up in September, a lot of preparation is under way. Tony Ward put his new hull over a kilometre course, and clocked two different speeds: for the benefit of South Islanders 85 mph and for North Islanders 75 mph, so reports the newsletter. Hilton McLachlan's new hull is ready and he is waiting for his old boat to come back from Mexico so he can fit it out. Tauranga apparently has all classes covered, and there are a couple of boats in Whakatane and two more in Taupo being prepared so it looks as though Northern Districts will be well represented.

On Saturday, January 29, 26 boats entered the ninth annual regatta held on the Waikato River, which was organised by the Taupo members. Launching at the Mihi Bridge, the boats then proceeded upstream about 35 km, where they went through three separate events which tested the drivers' skill and co-ordination. The first event, a slalom course, was followed by a task in which drivers had to manoeuvre their boats through a set of gates, both forward and reverse, with a fair current of water flowing down river. Upon striking a pole a penalty was incurred. The final event involved the co-drivers, who had to retrieve with a



short stick five floating rings from the river. After the conclusion of the competitions the boats went on a run to the Aratiatia Power Station through the Fulljames Rapids. Congratulations to the winners, L. Percival (women) and R. Percival (men).

The North Island Mini Marathon is now to be held on Lake Rataipiko, 28 km from New Plymouth, on July 5. There will be a series of competitive rally-type events catering for all classes of boats and giving the family boater an equal chance. One of the prizes to be won is for two nights' accommodation at a T.H.C. hotel.

Taranaki

Ted Booth, Taranaki chairman, must be the most unfortunate jet boater in New Zealand. Deported from the South Island to the North again, he can now only dream of the many fascinating rivers, wonderful scenery, and hospitality, and just hope that he and his wife Peg, can afford to go south again, after having spent three weeks there.

Even though it is the youngest and smallest branch in the Association, with the least attractive selection of boating rivers, Taranaki is very interested in the

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World Jet Boat Marathon: 10 per cent of the membership is eager to enter the marathon this year. Perhaps this enthusiasm has rubbed off the old master Owen Wood, the only boater in New Zealand who has entered every marathon since the days of the Caltex Marathon!

Some time ago, a competition was held for a suitable insignia which could be put on the branch T shirts. Unfortunately no entries were received, so Trevor Ewens has now come forward with a design which has been accepted by the branch. The colour is white or pale blue, with red sleeve trims. The design shows the jet symbol beneath a jet boat with "Taranaki Branch, New Zealand Jet Boat Association" encircling both.

The branch annual competition day will be held this year on Saturday, 17 May on the Waitara River. The winner (and possibly the runner-up) will be subsidised to travel to the national rally to be held on the Waimakariri River in October. The branch lacks rivers which even approximate the Waimakariri, so is

hoping to choose some skinny water experts, who will then have plenty of time to arrange crews, and holidays, etc.

"4.W.D. — N.Z.J.B.A. — U.S.A." : This was the code which spelled a great week-end, when members of a four wheel drive club from the U.S.A. visited Taranaki. Even though it was pouring with rain, 12 boats were launched into the Mokau River to keep a promise to the visitors. At least two of the American visitors were so impressed they vowed they would purchase jets when they got back home. Many offers of hospitality were extended, with others hearing impressive purchase prices for motors and vehicles in the U.S.A. A week-end enjoyed by all, it seems.

Central Districts

Rain, rain, and more rain, ruined the camping trip on the Wanganui River. Having set out from the Parakino slipway with the sun shining on a high running river, more boats joined the party, bring-

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ing the boat total to 15, for the trip to the John Coull hut. The overnight rain dampened the spirits of one and all, with the clothing, food, and everything getting wet. Homeward bound in the rain, with all rivers and creeks in high flood, the most enjoyable part of the trip was the few ales drunk in the sun on the return to the trailers.

And this is a sticky tale taken from the newsletter, which anyone caught in the mud by the tide will appreciate:

"As the Porangahau River is good for water skiing a group of boating families made their annual summer pilgrimage there as guests of Colleen and Allen Cammock. They took some boats too.

"Water sports were well under way when news arrived that help was needed down the river. One of the guys had been acting the gentleman by giving several of the ladies, including Grandma, a tour of the estuary, and had finished up a creek without a tide. We roared off to the rescue and planed past our stranded

fellow to assess the sidestream. The nearest deep water was 300 yards away—or was it half a mile? The rescuers decided to become pushers, so jumped overboard and promptly disappeared to the hips! Now there were two boats and six bodies captured by mud. Sticky, shiny, and slithery, succulent mud. It's a brew all of its own and could almost be likened to grease. It hangs on and is hard to wash off but feels nice and doesn't smell too bad, although stick us and suck us in, it surely did. It was impossible to walk. And there was Grandma . . .

"Supporting ourselves around the rescue boat we discovered that we were able to make slow progress forward by a process of paddling the mud with our feet. Those behind often fell into the leg holes of those in front and went even deeper. Exhausted, but laughing, we made it to the heavy, stranded steel boat and collapsed for a rest.

"Now to get back to boating water. Transferring Grandma to the 32, which could be propelled by fewer pushers, we started. The rest of the ladies, gallant to the end, dropped their jeans, and with panties peeping above the surface, helped to get the big boat moving.

"It was a long way, but with effort and cunning and lots of fun, both boats and Grandma were rescued. Jet boating sure is the great leveller."

Nelson/Marlborough

After a lot of deliberation and debate, the design for a T shirt has been chosen from a design by Guy Griffiths. The shirt will be white with blue arm and neck bands, and on the front, circled by the branch name Nelson/Marlborough will be a picture of a jet boat at planing speed. On the back will be the phrase "Try Jet Boating". The shirts come in a variety of sizes at a cost of \$6 each.

The Jetstream News has an editorial commenting on the meeting in Nelson between the Catchment Board, two representatives of the N.Z.J.B.A. national executive, and the local vice-president, with the aim being to put forward to the

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local Catchment Board the Nelson/Marlborough case for the lifting of restrictions on the area's rivers. Following this meeting, the Catchment Board has now recommended that speed restrictions now in force be lifted for a trial period of one year.

The lifting of these restrictions have still to be gazetted, but as soon as they are, all club members will be advised. In between times, all members are requested to treat the rivers and other users with the same courtesy and respect as they have done in the past.

Congratulations to Frank Idiens on winning the 1980 Lakes Rally. The contest covered a questionnaire, codes and flags, and a basketball-and-backing task. The contestant had to take a basketball, back into position, and throw the ball through a hoop which was floating on a raft in the lake, put a ball through two goal posts set on the shore using the thrust of the jet, tow a raft with bucket filled with water around the lake, do a Hamil-

ton spin, and then the passenger had to get into a small dinghy, and from a certain distance, catch the basketball thrown to him from the boat. The national vice-president, Zane Findlay, in trying to catch the ball, ended up in the lake! A day full of contests was enjoyed by all.

Canterbury

What type of lifejacket do you think is best? Can you beach your boat without tearing the bottom out of it? Or start the engine when the battery is flat and you are miles away from assistance? These are just some of the questions to be answered in the demonstration day. Included in the programme will be engine care and maintenance, jet unit safety, a static display, talk on lifejackets, rescue breathing, and fire-fighting demonstration which should be of interest to all jet boaters.

The annual Bridge-to-Bridge handicap event has had a change of location this

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year, being held on the Rakaia River. The course will start at the lagoon near the mouth of the river and extend to the Gorge Bridge and return. Being a handicapped event means that every boat has a fair chance, whether the motor has been modified or not.

On May 25 the annual Rakaia trials will be held up near the Gorge Bridge—always a good day to test the driver's skill.

A calm and sunny day awaited the 11 boats which were launched at Duvau-chelles on Akaroa Harbour for the water skiing and the deep sea run. In all, there were about 50 people in the group. A number were ferried across to Sandy Bay, where a lot of skiing was done before lunch, after which five boats took part in a deep sea run around the harbour and out to the heads.

Week-end away at the Hurunui

The weather on the Friday was not very promising for the week-end at the Balmoral Bridge, but 16 boats arrived to camp there. The party included Taranaki branch chairman Ted Booth and his wife, Peg. Saturday saw the boats make a run up to the chutes and return in overcast and cool conditions. The evening was spent around a bonfire. Sunday dawned a bright and sunny day, with a run downstream, some going all the way to the mouth and return. The popularity of these week-ends away was very evident by those present.

With the N.Z.J.B.A. still trying to get the restrictions lifted on a number of rivers, the newsletter gives coverage on some forbidden waters.

This ban includes no jet boating on the Rangitata River, between the poles marking the limit for salmon fishing just upstream from the Mount Harper ice skating rink and a line drawn across the river level with the Mesopotamia Station buildings, some 11 miles upstream from the marker poles during April, May and June. No boating on the Waimakariri above the confluence of the Poulter River during April, May and June, and none on the Rakaia River above Black Rock

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Bluff, which is at the confluence of the Wilberforce River, during the same months.

Jet boaters tried their hand at farming by bringing in the bailed hay, recently when four boaters and their families spent the week-end at Rata Peaks on the Rangitata River in March. Although the river was discoloured, and it was rather windy, the sun was out and good boating was had by all. On Sunday morning, 12 boats headed upstream on a clearing river, with a number trying their hand at fishing for salmon. Stephen Cox landed a twelve-pounder, his first salmon.

Otago

Otago members operate their own clipping service. Any item in the local paper is required if it concerns boats, rivers or anything of interest to the Association. A number of branches are operating this type of service which will be of benefit for future reference.

Southland

Even though certain people object to jet boats on the rivers, sometimes they find them very useful when it suits them. This was the case when 12 members of the Association met at the Edendale Railway station at the invitation of the Southland Catchment Board to help in transporting members and officials on inspection of flood damage and protection work that had been carried out. The boats were launched at the Wyndham bridge and travelled upstream to Mataura Gorge and downstream to the Seaward Downs Bridge area. Returning to the Wyndham Bridge the boats were trailered and taken to Pyramid Bridge and launched for an inspection on the Waikaia River. Petrol, lunch, morning and afternoon tea were supplied to the jet boaters by the Catchment Board. For some members of the board it was their first trip in a jet boat, so most can understand now why the branch is applying to have the speed limit restriction lifted on the rivers. ■

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Mexico reunion held at Blenheim

"**H**ERE'S BLUE!" became the catch cry one recent week-end in Blenheim when more than a hundred people attended a reunion of the New Zealand contingent which travelled to Mexico for the World River Boating Championships. One of the sound movies taken of the event by Laurie Saunders of Blenheim, a member of Blue Derry's support team, showed many of the other boats, but, of course, mainly Blue's *Super Value*. On each day's stage, when this boat came into view on film, the very excited "Here's Blue!" amused everyone and created a saying that the reunion will be remembered by.

Friday evening saw a get-together at the City Hotel and on Saturday jet boat-

ing on the Wairau and fishing in the Sounds. Mexican hats decorated the dining room on the Saturday evening and the dinner was interspersed with films of the Rio Balsas event and bottles of Blenheim wines.

Forty of the 64 people who went to Mexico attended and, with wives, family and friends, the number grew to 106. Leo McKendry, Julie McKendry, Pam Saunders, Blue Derry, Bob Marks and George Martin organised the highly successful week-end. The world champion John Heslop and the runner-up Howard Smith attended, as well as drivers or crews from most of the other boats who were in Mexico. ■

The projectionist for the evening was Rod Griffiths (right).

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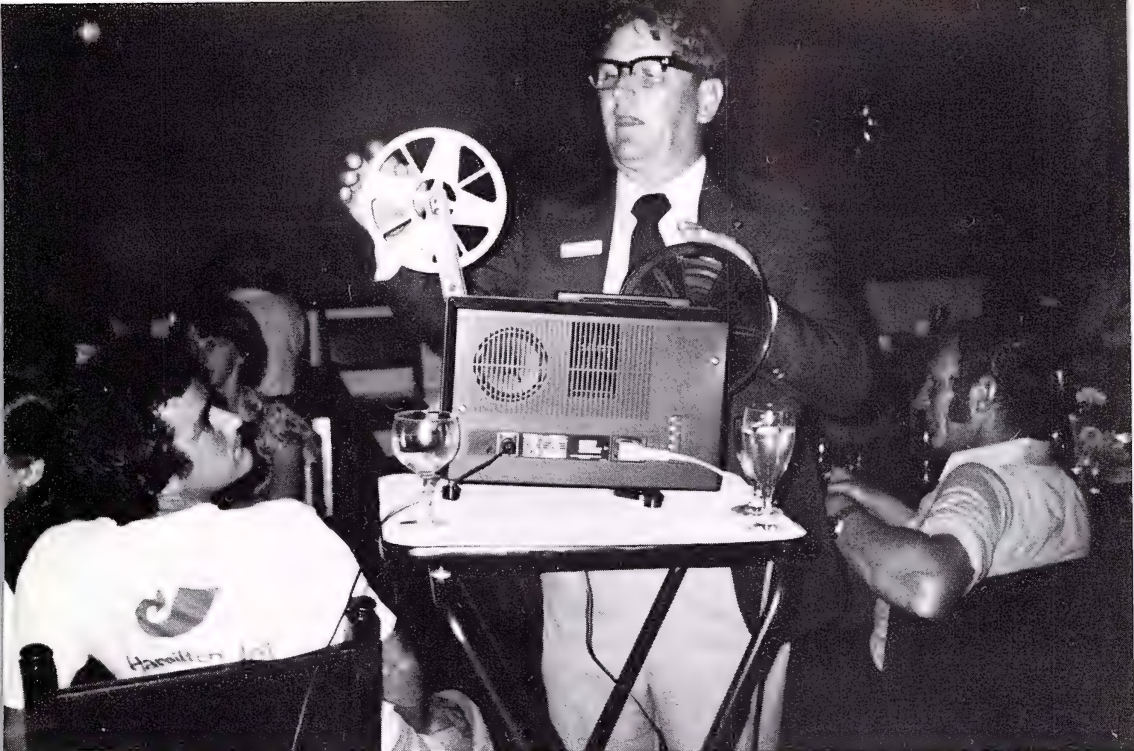
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(Levy: \$1)

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(Levy: Nil)

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Mr Zane Findlay	18 Rossiter Avenue, Christchurch, 5.	527-291
Mr Michael Davis	P.O. Box 2042, Christchurch.	557-586
Mr Doug Hellewell	39 Harrowdale Drive, Christchurch, 4.	427-302
Mr Noel Keys	15 Ranfurly Street, Kaiapoi.	KI. 8077
Mr Guy Mannering	35 Wairarapa Terrace, Christchurch, 1.	558-517
Mr Colin McCall	20 Sneyd Street, Kaiapoi.	KI. 8739
Mr Curt Nielson	242b Withells Road, Christchurch, 4.	585-888
Mr Richard Stothers	26 Kippenberger Avenue, Rangiora.	Ran. 8686
Mrs Shirley Petschick	122 Tilford Street, Christchurch.	898-444

EDITOR — Les Bloxham

P.O. Box 659, Christchurch.

790-940

843-841

THE NEW ZEALAND JET BOAT ASSOCIATION INC.

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NORTHERN: Jim Dippie, 28 Tuhoe Street, Taneatua. Telephone 60M (Bus), 60D (Home).
 TARANAKI: Ted Booth, 46 Doralto Road, New Plymouth. Telephone 35-575 (Home), 75-499 (Bus.).
 CENTRAL: Stan Plunkett, P.O. Box 950, Wanganui. Telephone 25-720 (Bus.—Home).
 NELSON/MARLBOROUGH: Blue Derry, 18 McKenzie Street, Blenheim. Telephone 5853 (Bus.), 84-268 (Home).
 WEST COAST: Tony Ellen, C/o Arnold Power Station, Dobson. Telephone: 27-743 (Home).
 CANTERBURY: Merv Cox, 204 Lyttelton Street, Christchurch 2. Telephone 388-402.
 WAITAKI: Keith Rowlands, Weston Road, Oamaru. Telephone 36-089.
 OTAGO: Graeme McFarlane, 25 Coach Road, Fairfield, Dunedin. Telephone 883-075 (Home), 53-517 (Bus.).
 SOUTHLAND: Trevor McKenzie, 246 Chelmsford Street, Invercargill. Telephone 810 S or M Winton.

BRANCH SECRETARIES

NORTHERN: Max Taylor. Telephone 7318 (Bus.).
 TARANAKI: Shirley Benton, P.O. Box 7039, Bell Block. Telephone: New Plymouth 70634.
 CENTRAL: Ron King, 6 Appleby Place, Palmerston North. Telephone 76-007 (Bus.), 70-443 (Home).
 NELSON/MARLBOROUGH: Graeme Savage, 20 Muller Road, Blenheim. Telephone: 89-361.
 WEST COAST: Paul Rennie, 176 Main South Road, Greymouth. Telephone: 5192 (Bus.), 7713 (Home).
 CANTERBURY: Audrey Jackson, P.O. Box 2476, Christchurch. Telephone: 598-816.
 WAITAKI: Noel Velenski, 19 Arthur Street, Oamaru. Telephone 49-350.
 OTAGO: Stan Hansen, P.O. Box 5136, Dunedin. Telephone 779-111 or 55-823.
 SOUTHLAND: Jenny King, Devereaux Road, 3 R.D. Winton. Telephone 508D.

Newsletter and Liaison Officers

Northern—Simon Anderson.
 Taranaki—Ted Booth.

Central—John Huston (Telephone 77-095 Bus., 78-566 Home).
 Nel./Marl.—Jim Wilson.
 Southland—Eric Stuckey (Telephone: 723).
 West Coast—Paul Rennie (Liaison Officer);
 Philip Smith (Newsletter Editor).
 Canterbury—Zane Findlay, Colin Peterson.
 Waitaki—Peter Wardell.
 Otago—Stan Hansen.

Safety Officers

Northern—Ron Miller (Telephone 5553).
 Taranaki—Trevor Ewens (Telephone: Waitara
 8932 Bus., 7965 Home).
 Central—S. Higginson (Phone Strathmore 8154 Home).
 Nel./Marl.—Vaughan Workman.
 Southland—John Black (Telephone: 824M).
 West Coast—John Oliver.

Canterbury—John Roberts.
 Waitaki—Bill Gilchrist (Telephone 29-498).
 Otago—Owen Harkness.

Complete this form and post to:

THE SECRETARY,
 N.Z. JET BOAT ASSOCIATION,
 P.O. BOX 339,
 CHRISTCHURCH.

I wish to apply for **FULL MEMBERSHIP** of the New Zealand Jet Boat Association and enclose \$17 for nett annual subscription, plus Branch Levy.

Please Print:

NAME: PROVINCE:
 ADDRESS: TELEPHONE:
 PROPOSER:
 SIGNATURE: SECONDER:

I wish to nominate my wife/son/daughter for **FAMILY MEMBERSHIP** of the N.Z.J.B.A. and agree to guarantee their subscription payments. I enclose \$2.50 nett annual subscription for each application.

Family Membership shall be available to (a) the wife of a member, (b) any member's child, under 18 years of age. The subscription of a Family Member shall be guaranteed by the member concerned and, except that mailings shall not be made, such Family Member shall receive full privileges of the Association.

NAMES:

(1) (For children, list the dates at
 which they will reach the age of
 18 years.)
 (2)
 (3)

Registration letters should be shown

Observations of late have shown that some members' boats are not displaying their registration letters. This registration was an agreement between the Jet Boat Association and the Marine Department, and was one of the main bargaining points in achieving the original uplifting of the speed restrictions.

Therefore, to keep faith with the Marine Department we are honour-bound to display the registration on our boats. If your letters are missing, even in part, get replacements from the National Secretary, Shirley Petschick, (phone 898-444) P.O. Box 339, Christchurch, at a minimal cost of 20c each.

The letters should be affixed in the correct order, about amidships, with the individual letters adjoining each other in a straight line. If you place these approximately in line with the front seat, they

will be clearly visible to observers from the side and will not be obscured by spray as would happen if too far aft, nor by the flare of the bow if too far forward.

This may appear to be a small matter, but is, in fact, a very important one. Please oblige by ensuring that your registration letters are all there and easy to understand.

\$60,000 budget for world championships

A budget of \$60,000 for the running of the Citizen Watch Jet Boat Marathon for the 1980 World Championship was approved at the annual general meeting of the New Zealand International Jet Boat Marathon (Inc.) in Christchurch recently.

In his annual report, the chairman (Howard Smith) said that more than half of this money was either in hand or secured, but the rest had yet to be raised.

A raffle with a major prize would be organised, as well as many other fund-raising activities.

Sponsors had been arranged for the four classes, he reported. An arrangement with a firm to market hats, jackets, T-shirts and monograms, had also been made.

The following officers were elected:

Chairman, Howard Smith; Secretary, Shirley Petschick; Treasurer, Dick Farrant; Management committee, Don Johnstone; Stan Plunket; Roger O'Sullivan; Michael Davis; Allan Bull; Alister Scoble; John Heslop; and Bevan Tulett.

Two members of the 20 member society resigned — Gordon Ford and Peter Phillips are both leaving New Zealand. Bevan Tulett and John Heslop were elected in their place. ■

Good turnout for Rakaia event

Thirty-four boats started, but only 25 finished, in this year's handicap event on the Rakaia River on May 10. The overall handicap winner was Ron Wright, with Colin Peterson, second, and K. Pickford, third.

Conditions were perfect for the event, run over a 90-mile course from the Rakaia Huts to the Gorge and back.

Other results were: Over-all speed: Bruce Binnie, 1; Hilton McLachlan, 2; Noel Preen, 3. A Class: N. McPherson (handicap and speed). B Class Handicap: B. Binnie, 1; Peter Snee, 2; D. MacFarlane, 3. Speed: B. Binnie, 1; H. McLachlan, 2; P. Snee, 3. C Class: Handicap and Speed—N. Preen, 1; Brian Inwood, 2; Pat Quinn, 3. D Class: Handicap—R. Wright, 1; C. Petterson, 2; K. Pickford, 3. Speed—G. Common, 1; R. Wright, 2; C. Peterson, 3.

CALENDAR OF EVENTS

JUNE 7 (Saturday):

Canterbury. Winter boating. Slalom and Giant Slalom. Waimakariri. Launch Motorway Bridge noon.

JUNE 15 (Sunday):

Canterbury. Upper Waiau run. Launch Leslie Hills. Briefing 10.30 a.m. Organiser, John Blay (Ph 326-528).

JUNE 18 (Wednesday):

Canterbury. Social evening with technical

demonstrations. Alexandra Room, Shirley Lodge, 7.30 p.m.

JUNE 20 (Friday):

ANNUAL GENERAL MEETING of the N.Z.J.B.A. Hagley Hall, 22 St Asaph Street, Christchurch, 8 p.m. Entertainment: the film "Gold Rivers" will be shown by Jon Hamilton.

JUNE 28 (Saturday):

Canterbury. Winter boating. Flags and codes. Waimakariri. Launch Motorway Bridge noon.

JULY 5 (Saturday):

NORTH ISLAND MINI MARATHON
A series of competitive rally-type events to be held at Lake Ratapiko, 28 km from New Plymouth. Organiser, David Page (Ph 7246 Waitara).

"Jet Boating" will be
published again in August

●
Deadline for all copy on
Tuesday, 15 July.

(Continued next page)

SOUTHLAND BRANCH

South Island Mini Marathon — 9th August 1980
Mataura River

ENTRY FORM

NAME

ADDRESS

REGISTRATION No. BOAT TYPE

ENGINE MAKE & cc

ENTRY FEE — \$10 per boat

ENTRIES CLOSE 25th JULY 1980

EVENING FUNCTION — 9th AUGUST 1980

CROYDON LODGE HOTEL — BUFFET MEAL & PRIZE GIVING
\$9 PER PERSON

Enclosed is my cheque for \$10 Entry Fee. Signature

Enclosed is my cheque for evening meal — Number attending

MAIL TO SECRETARY, P.O. BOX 108 WINTON

(CALENDAR—Continued from previous page)

JULY 6 (Sunday):

Taranaki. Informal boating on Upper Waitara River from Tarata, conditions permitting.

JULY 13 (Sunday):

Canterbury. Ashley River run. Launch Rangiora Bridge 10.30 a.m. Organiser, Noel Preen (Ph 855-257).

JULY 19 (Saturday):

Canterbury. Winter boating. Cross River Poles and Slalom. Waimakariri. Launch Motorway Bridge noon.

JULY 26 (Saturday):

Taranaki. Patea Marathon. A time trial event. Evening social and prizegiving.

AUGUST 2 (Saturday):

Canterbury. Glasscraft Trophy. Entry forms from the secretary, P.O. Box 2476, Christchurch (Ph 598-816). Also winter social, Yaldhurst Hall, 8 p.m.

AUGUST 9 (Saturday):

Southland. South Island Mini-marathon, Mataura River. Entries close July 25. (See entry form previous page).

SEPTEMBER 11 — 20:

CITIZEN WATCH WORLD JET BOAT MARATHON. The marathon begins with a run up the Ruamahanga River in the morning of Thursday, September 11, and a run down the Manawatu in the afternoon. The next stage is held on the Rangitikei on Friday, September 12, and the Northern Zone concludes on Saturday, September 13, with a run down the Wanganui River from Taumarunui to Wanganui. The Southern Zone begins on Wednesday, September 17, with an up run on the Waiau River, North Canterbury. The marathon then shifts to the West Coast with a run down the Grey River in the morning of Thursday, September 18, and upstream on the Taramakau River in the afternoon. The next stage is held on the Rakaia River on Friday, September 19, with an up run in the morning and return to the mouth in the afternoon. The marathon concludes on the Waimakariri River on Saturday, September 20.

Speed Records

The following are the official jet boat speed records confirmed and verified as at the end of March:—

Class I (up to 2050 cc) 59.544 km/h:
Bob Carline.

Class II (2051–3400 cc) 80.620 km/h:
Bryan Harvey.

Class III (3401–4200 cc) 94.488 km/h:
John Heslop.

Class IV (4201–5100 cc) 101.123 Km/h
Ron Skurr.

Class V (5101–6600 cc) 115.53 km/h:
Tony Ward.

Class VI (6601 and above) 134.78 km/h
John Heslop.

ADVERTISERS' INDEX

Thos. Andrews	Inside front cover
Graeme Raxworthy 26
Motors and Boats (Otago) Ltd	29
Mulqueen Marine 29
Riccarton Real Estate 40
Sedgwick Forbes 40
Christchurch Sports Car Centre	42
Hamilton Marine 42
Burling Engineering 48
Wanaka Motors 50
W. Savage & Son 51
Houghs Ships Supplies	52, 53
Auto Motor Inns 54
Rangitikei Marine Ltd 54
Jet Boats and Barges (Tauranga)	56
Omarama Motels/Motor Services	57
Leader Glass Fibre Moulders 58
Nielson Electrical 59
Cathedral Motors 60
Whitcoulls 60
South Canterbury Jet Services	61
Marac Fire & General Insurance	62
Cliff Saunders 63
Andrews and Beaven 64
Ken James 65
Kaipoi Kar Kourt 67
Bowmans Motor Supplies 71
Robt McLean Ltd	Inside cover
C.W.F. Hamilton Ltd	Back cover

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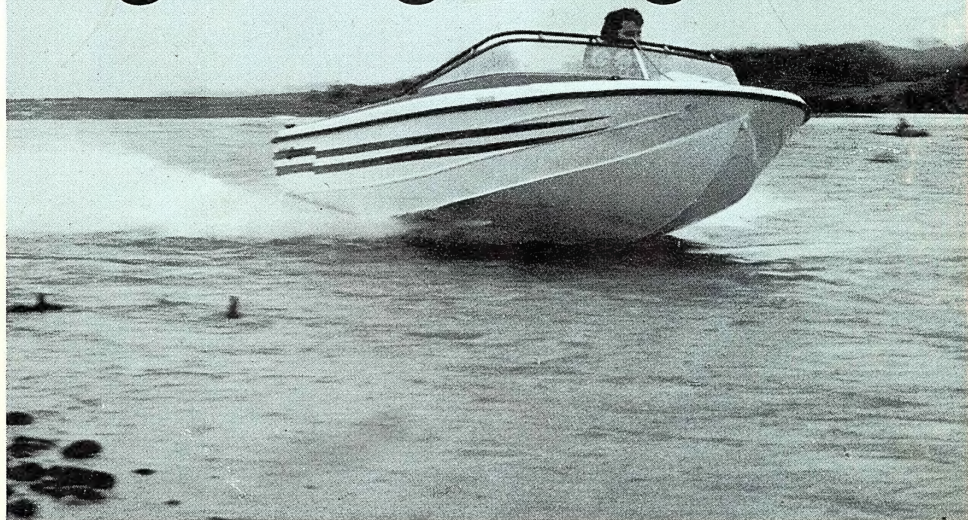
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Jet Boating's getting tougher.



Hamilton Jet 140M Sports a Steel Hull.

Under the Jet 140S fibreglass deck, Hamiltons have fitted an all new, George Davison designed steel hull. Centre bottom is 5mm Corten steel. Yet it's lighter than a 'glass boat. Deadrise averages out at 9°. Planing strakes are incorporated for extra lift.

Like no other metal hull, Hamiltons have shaped and painted this hull to "fibreglass" finish.

For higher performance enthusiasts the standard hull can be lengthened—an ideal marathon boat.

Length: 4.27m (14ft)

Beam: 1.93m (6ft 4in)

Power: 4 or 6 cylinder or light V8



HamiltonJet

C.W.F. Hamilton Marine Ltd.,

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Wellington—40-42 Railway Avenue, Lower Hutt, Phone 699-015

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